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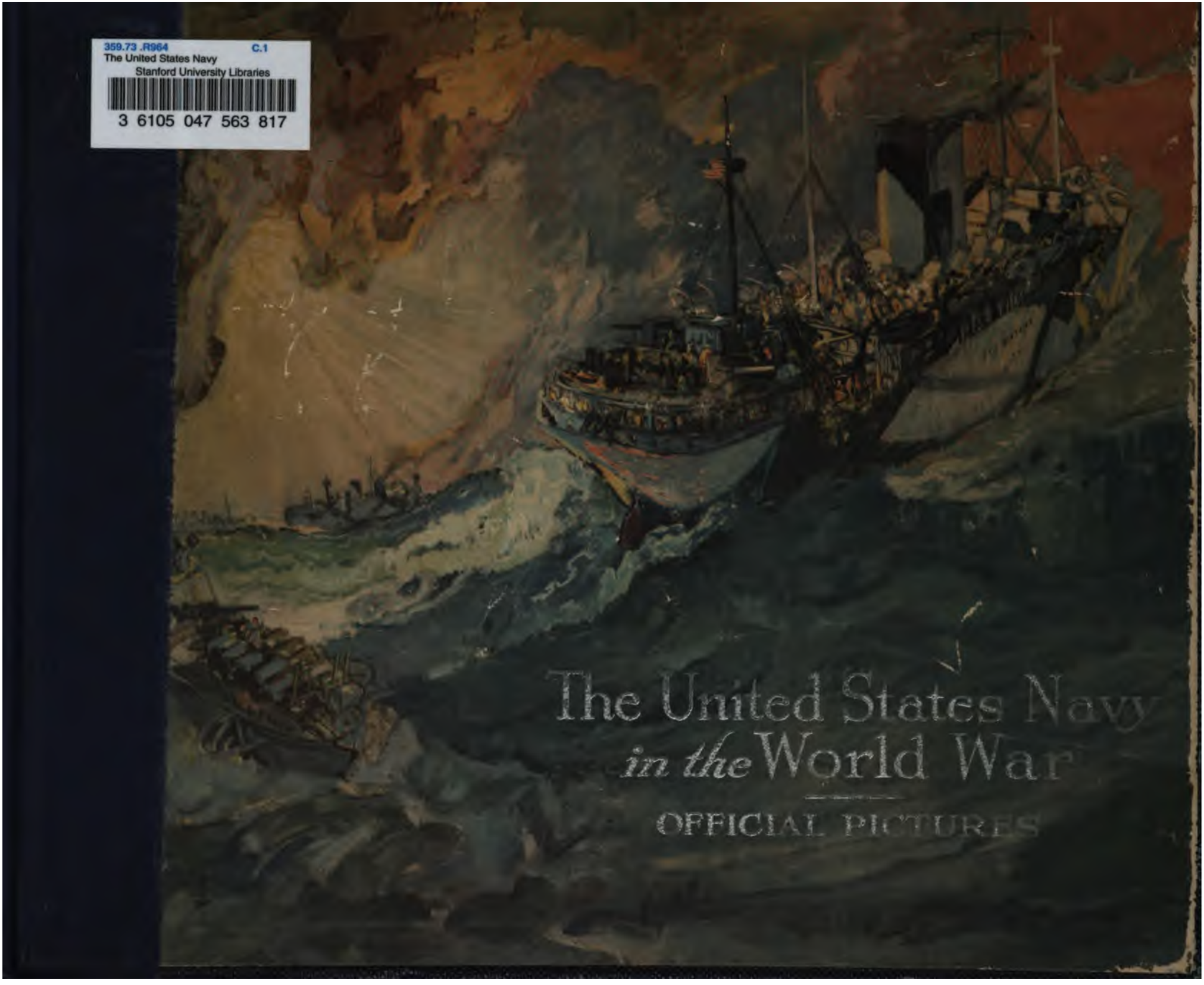
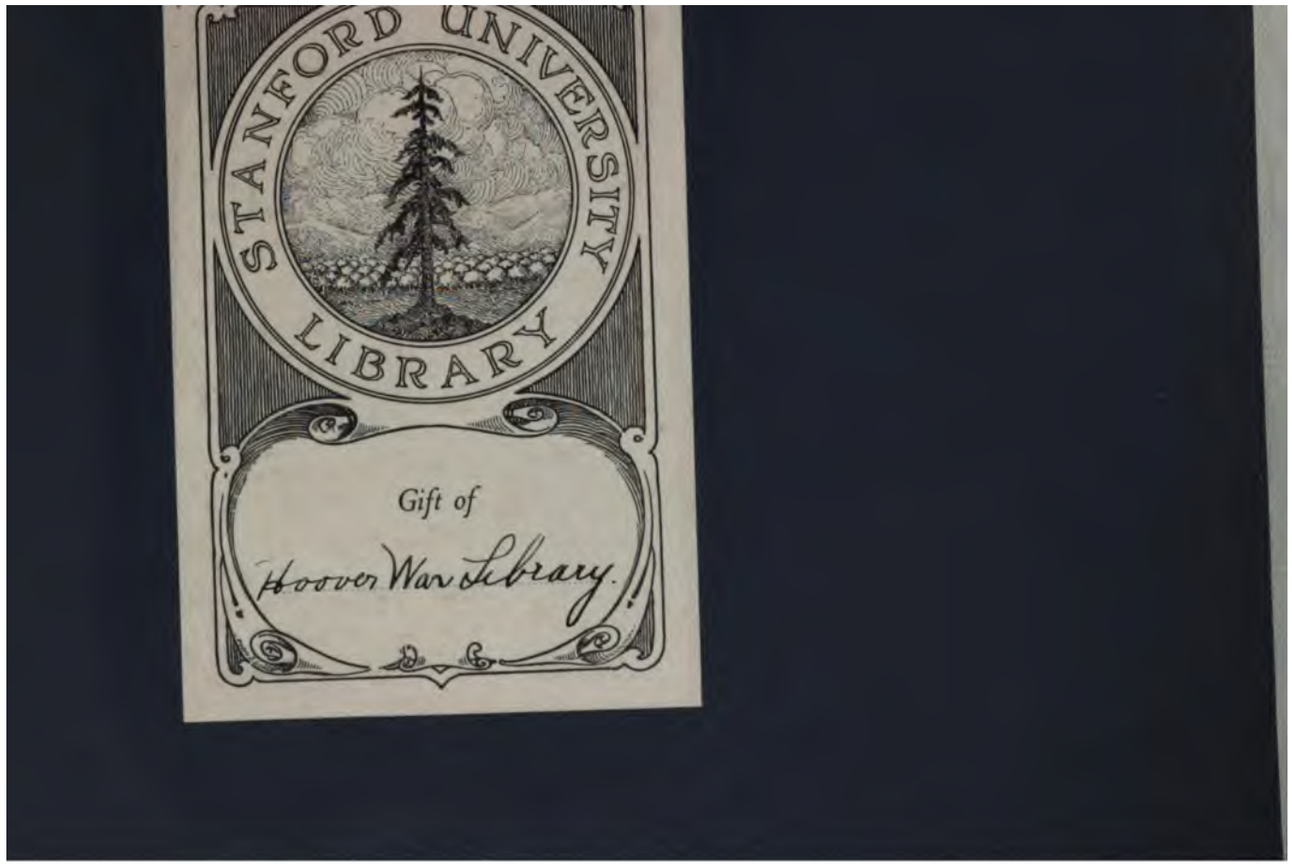


The United States Navy *in the* World War

OFFICIAL PICTURES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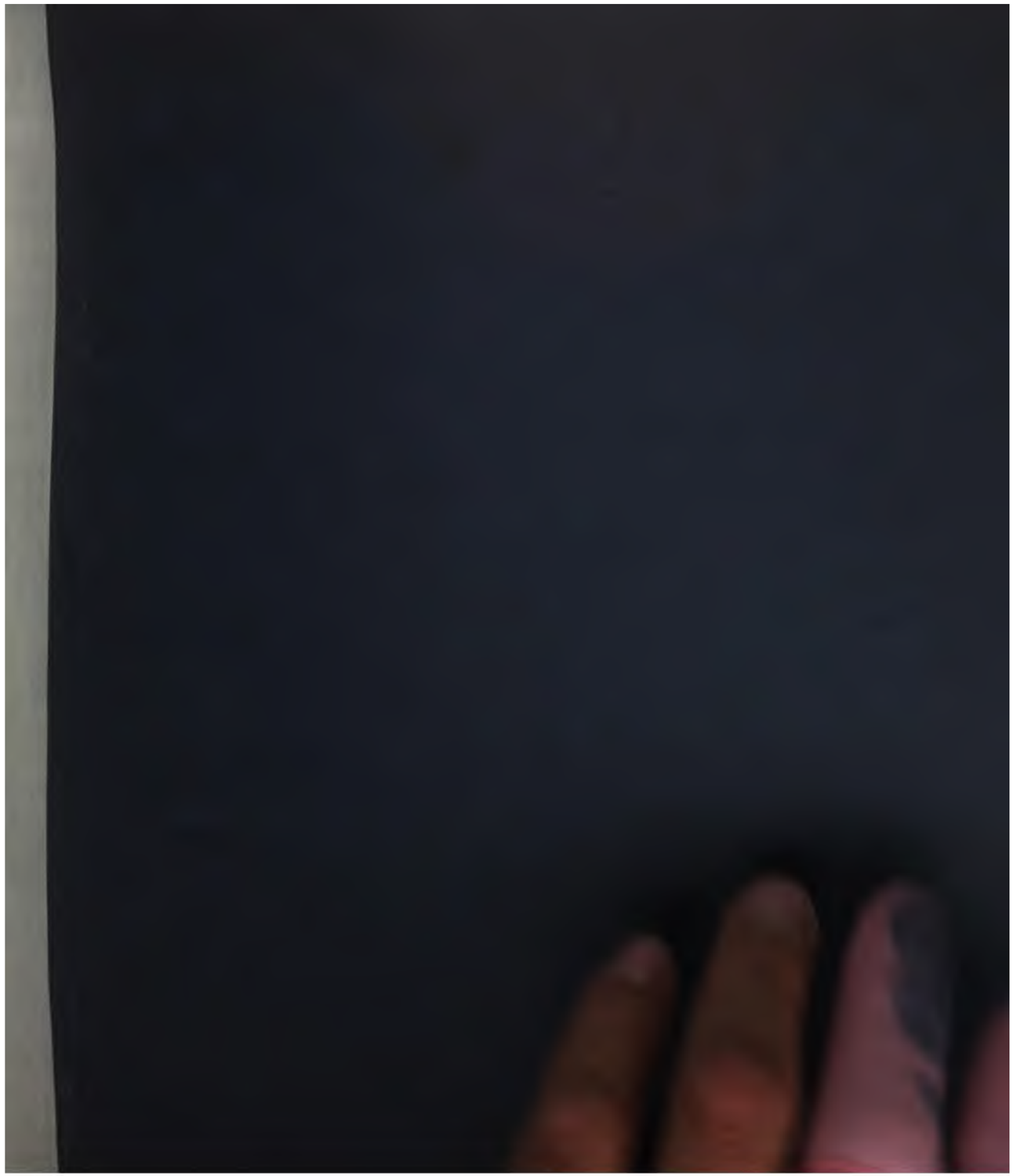

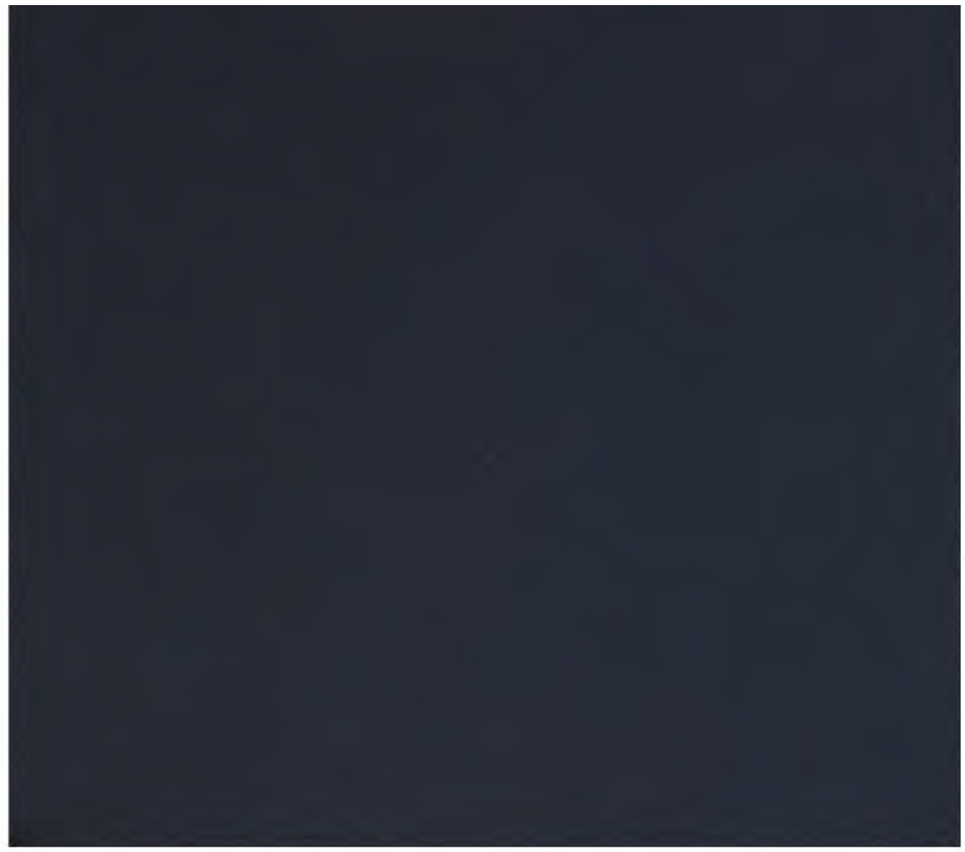

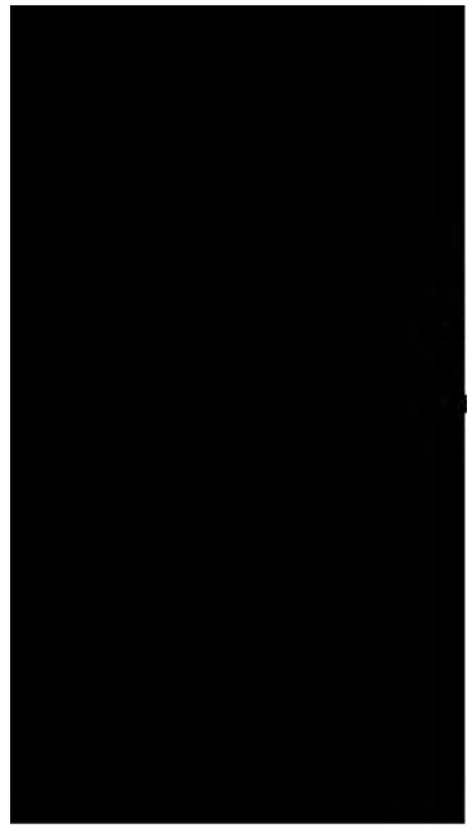

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THE SECRETARY OF THE NAVY.
WASHINGTON.

For Captain James C. Russell

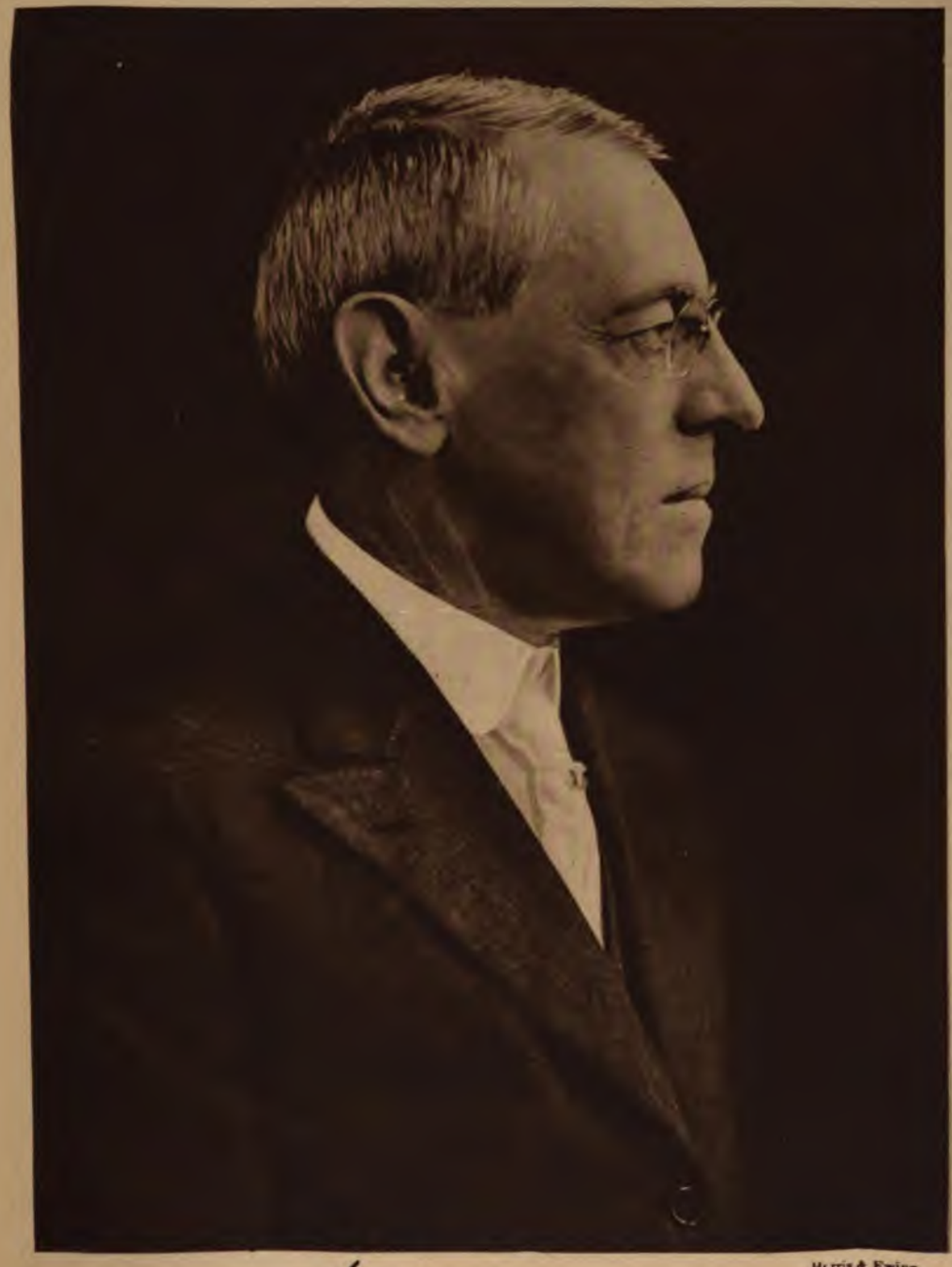
It is with pride that I add a few written words to this book which with pictures brings so forcibly to the people of our country the deeds of our men in the World War. Every man who went to the colors stored his mind with pictured incidents of this new experience which came to men of the Army, the Navy and the Marine Corps. To these the pages of actual pictures of what they saw, felt and went through will bring a newer and a closer realization of those unforgettable days. To generations growing and to generations yet to come, this picture book will ever be an inspiration, a guide to a real Americanism and a development of genuine loyalty just as these pictures will forcibly emphasize the written words of the historian.

Edwin Denby

HON. EDWIN DENBY
SECRETARY OF THE NAVY

Photo by T. F. Darling

G.M. Plew



Harris & Ewing

Woodrow Wilson

War!

IT is a fearful thing to lead this great, peaceful country into war, into the most terrible and disastrous of all wars, civilization itself seeming to be in the balance. But the right is more precious than peace, and we shall fight for the things which we have always carried nearest our hearts—for democracy, for the right of those who submit to authority to have a voice in their own governments, for the rights and liberties of small nations, for a universal dominion of right by such a concert of free peoples as shall bring peace and safety to all nations and make the world itself at last free.

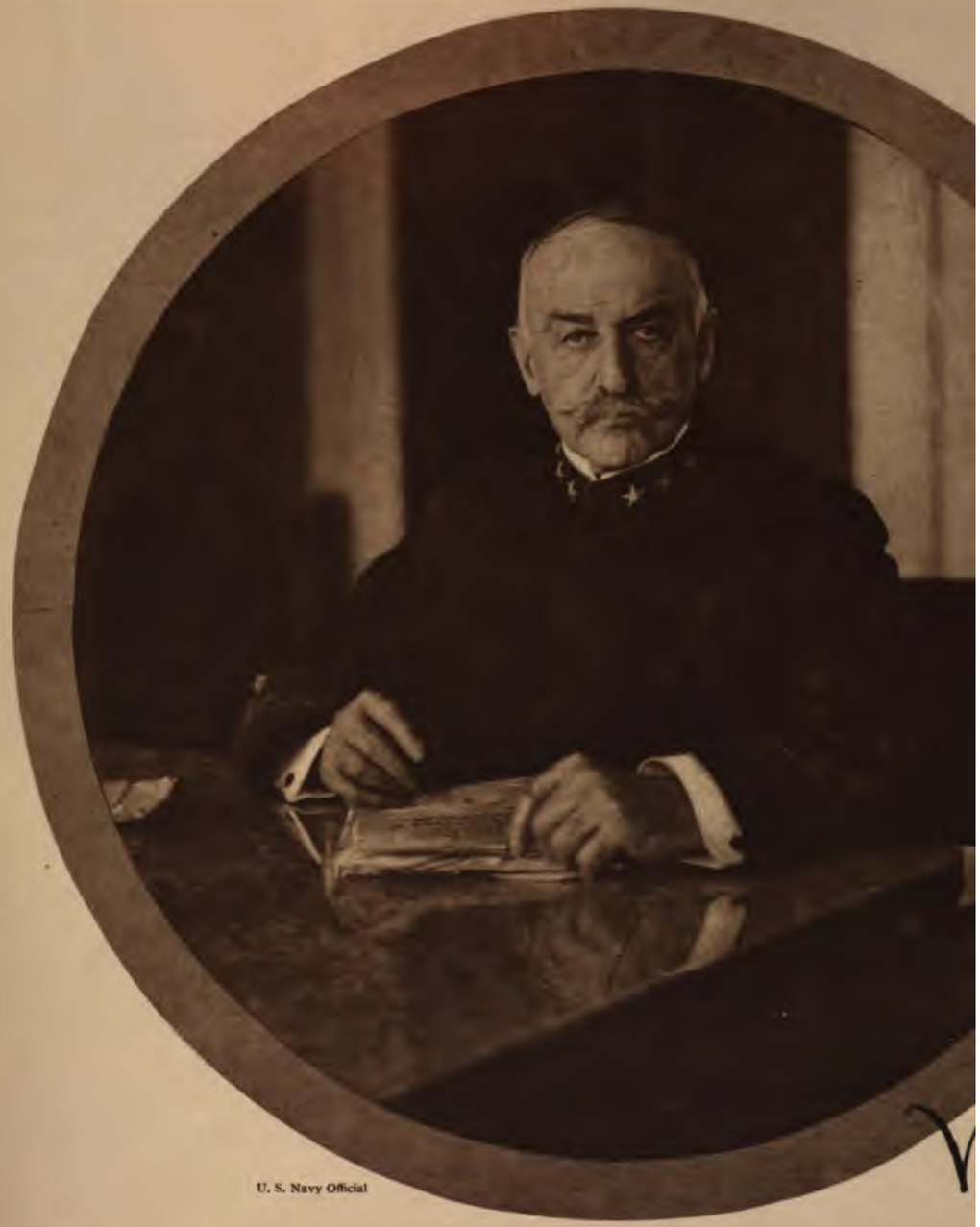
"To such a task we can dedicate our lives and our fortunes, everything that we are and everything that we have, with the pride of those who know that the day has come when America is privileged to spend her blood and her might for the principles that gave her birth and happiness and the peace which she has treasured. God helping her, she can do no other."—President Wilson to Congress, April 2, 1917.

THE WAR PRESIDENT

WE fully realize that had it not been for the Navy, which kept watch night and day over our transport fleet, American effort in France would never have been successful.

John J. Pershing

General, Commander-in-Chief
American Expeditionary Forces



U. S. Navy Official

Admiral William S. Benson, Chief of Operations and ranking officer United States Navy during the World War.

When Germany Was Winning

In month of America's entry into war, tonnage loss was 875,023; at close of conflict sinkings were reduced to 112,427 tons

Rear Admiral William S. Sims and his aide, Commander J. V. Babcock, landed in England, April 9, 1917. On the day of his arrival in London Admiral Sims had his first interview with Admiral Jellicoe who at that time was the First Sea Lord. "After the usual greetings," says Admiral Sims in his remarkable volume, "The Victory at Sea," "Admiral Jellicoe took a paper out of his drawer and handed it to me. It was a record of the tonnage losses for the last two months. This showed that the total sinkings, British and Neutral, had reached 536,000 tons in February and 603,000 in March; it further disclosed that sinkings were taking place in April which indicated the destruction of nearly 900,000 tons. These figures indicated that the losses were three and four times as large as those which were then being published in the press. It is expressing it mildly to say that I was surprised by this disclosure. I was fairly astounded; for I had never imagined anything so terrible. I expressed my consternation to Admiral Jellicoe. 'Yes,' he said, as quietly as though he were discussing the weather and not the future of the British Empire. 'It is impossible for us to go on with the war if losses like this continue.' 'What are you doing about it?' I asked. 'Everything that we can. We are increasing our anti-submarine forces in every possible way. We are using every possible craft we can find with which to fight submarines. We are building destroyers, trawlers, and other like craft as fast as we can. But the situation is very serious and we shall need all of the assistance we can get.'" The gravity of the situation is plainly depicted on the faces of Admiral Sims and his aide, Commander Babcock, as they emerge from the British Admiralty after the momentous interview with Admiral Jellicoe. The historic photograph is taken from a British official film. The "close up" of Admiral Sims, made at the same time, reveals the bull-dog determination with which he tackled the tremendous problems of succeeding months. The other photographs indicate the tragic conditions at sea which required the most energetic means to overcome. It is significant that, when the American Navy entered the conflict, the total tonnage loss for April, 1917, was 875,023 and that the total in October 1918 was 112,427. How gallant American sailors turned the tide in the gigantic struggle for mastery of the seas it is the purpose of the succeeding pictures in some sort to adumbrate.

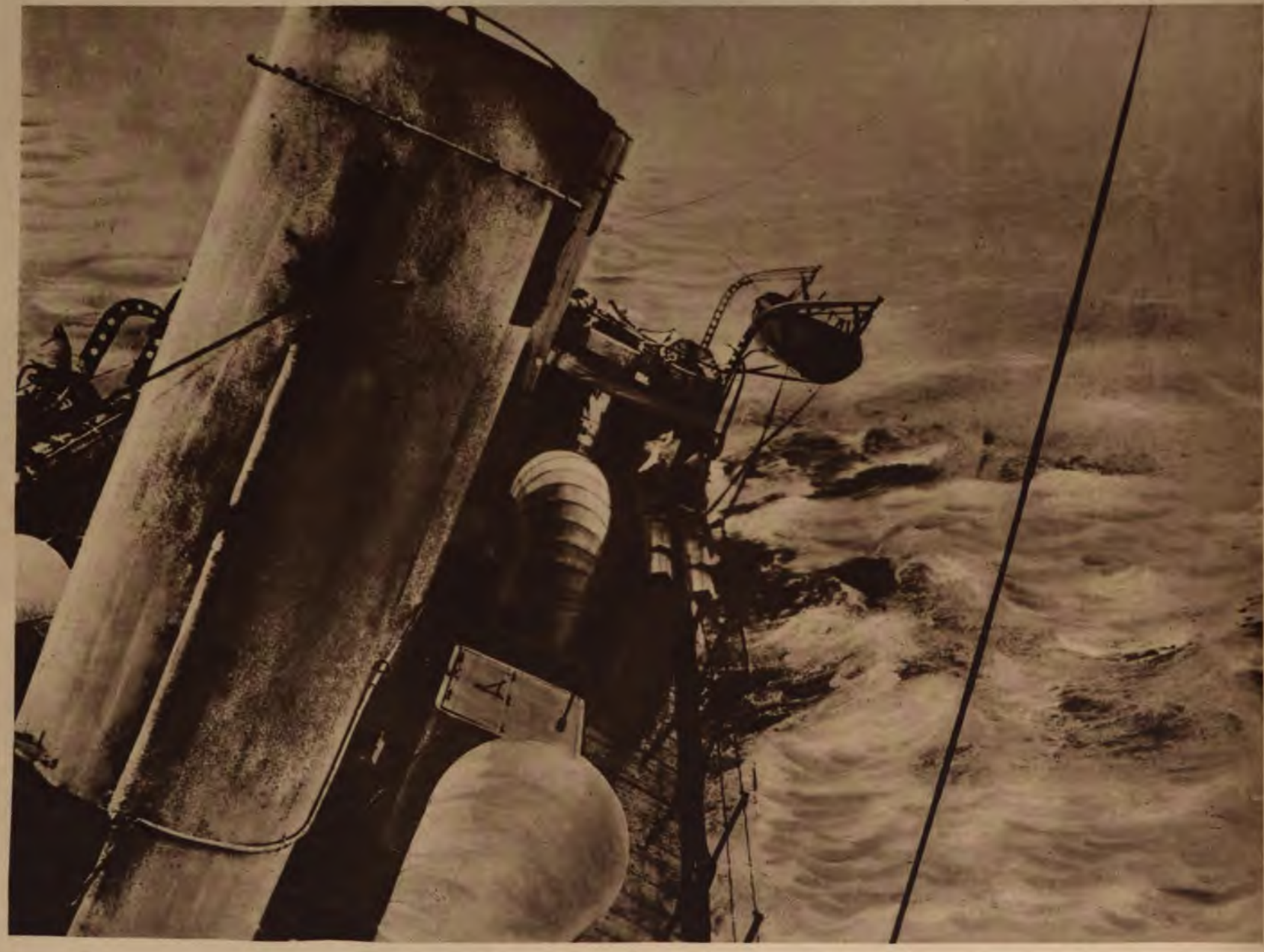
1—Rear Admiral (later Vice Admiral) William Sowden Sims, U. S. N., Commander of the American Naval Forces operating in European waters during the World War. 2—Rear Admiral Sims and his aide, Commander J. V. Babcock, leaving the British Admiralty. 3—British owned American transport Messaubie, torpedoed twice and sunk in eight minutes with loss of 40. Stern is on bottom 54 fathoms deep. 4—Allied freighter torpedoed by Austro-Hungarian submarine. 5—Sinking of American ship, Frederick R. Kellogg, off Ambrose Channel. Torpedoed by U-117 Seven men lost. 6—Succoring an Allied freighter.

British patrol boat M L 181 going out to meet the American destroyer flotilla May 4, 1917.

"One of the greatest da
contingent of the America
with the Allies." Historic
town May 4, 1917. The shi

The gallant "Wadsworth" entering Queenstown harbor. The famous Cathedral, "Stella Maris," is seen in the background.

The "Porter," Lt. Com.
ships of the flotilla, besid
A. W. Johnson; the "Mc
wright," Lt. Com. F. V



Commander Taussig's flotilla had had an "extremely nasty voyage."
U. S. Navy Official

"We Are Ready Now, Sir"

Following out the instructions of the Navy Department, Commander Taussig and the other destroyer commanders reported to Vice Admiral Sir Lewis Bayly for duty.

"The Admiral's chief interest in the Americans at that time," says Admiral Sims, "was the assistance which they were likely to bring to the Allied cause; after courteously greeting the officers, the first question he asked about these forces was: 'When will you be ready to go to sea?'"

"Even under the most favorable conditions that is an embarrassing question to ask of a destroyer commander. There is no type of ship that is so chronically in need of overhauling. Even in peace times the destroyer usually has under way a long list of repairs; our first contingent had sailed without having had much opportunity to refit, and had had an extremely nasty voyage. The fact was that it had been rather severely battered up, although the flotilla was in excellent condition, considering its hard experience on the ocean and the six months of hard work which it had previously had on our coast. One ship had lost its fireroom ventilator, another had condenser troubles on the way across, and there had been other difficulties. Commander Taussig, however, had sized up Admiral Bayly as a man to whom it would be a tactical error to make excuses, and promptly replied:

" 'We are ready now, sir; that is as soon as we finish refuelling. Of course, you know how destroyers are — always wanting something done to them. But this is war, and we are ready to go to sea immediately.' "

"The Admiral was naturally pleased with the spirit indicated by this statement and, with his customary consideration for his juniors, said:

" 'I will give you four days from the time of arrival. Will that be sufficient?' "

" 'Yes,' answered Taussig. That will be more than ample time.'

"As we discovered afterward, the Admiral had a system of always 'testing out' new men, and it is not improbable that this preliminary interview was a part of this process."

1—The American Consul, Mr. Wesley Frost, and British Naval officers greeting Commander Taussig and the other officers of the flotilla as
officers and their escort walking up the hill to Admiralty House, Queenstown, where they were to report to Vice Admiral Bayly. 3—"We are
Admiral Bayly whose back is to the camera. 4—Yankee sailors of the destroyer flotilla "estimating the situation." 5—British Naval and
6—Tuning up after arrival.

The "Fanning's" "ashcans" with which she, operating with the "Nicholson," persuaded Kapitan Gustav Amberger and the crew of the U-58 to surrender. To the right is the destroyer "Sigourney."

International Film Company

The Navy's first U-boat capture, the U-58. The commanding officer of the "Fanning" is authority for the statement that this is a copy of a photograph taken from the deck of his vessel when the crew of the U-58 surrendered.

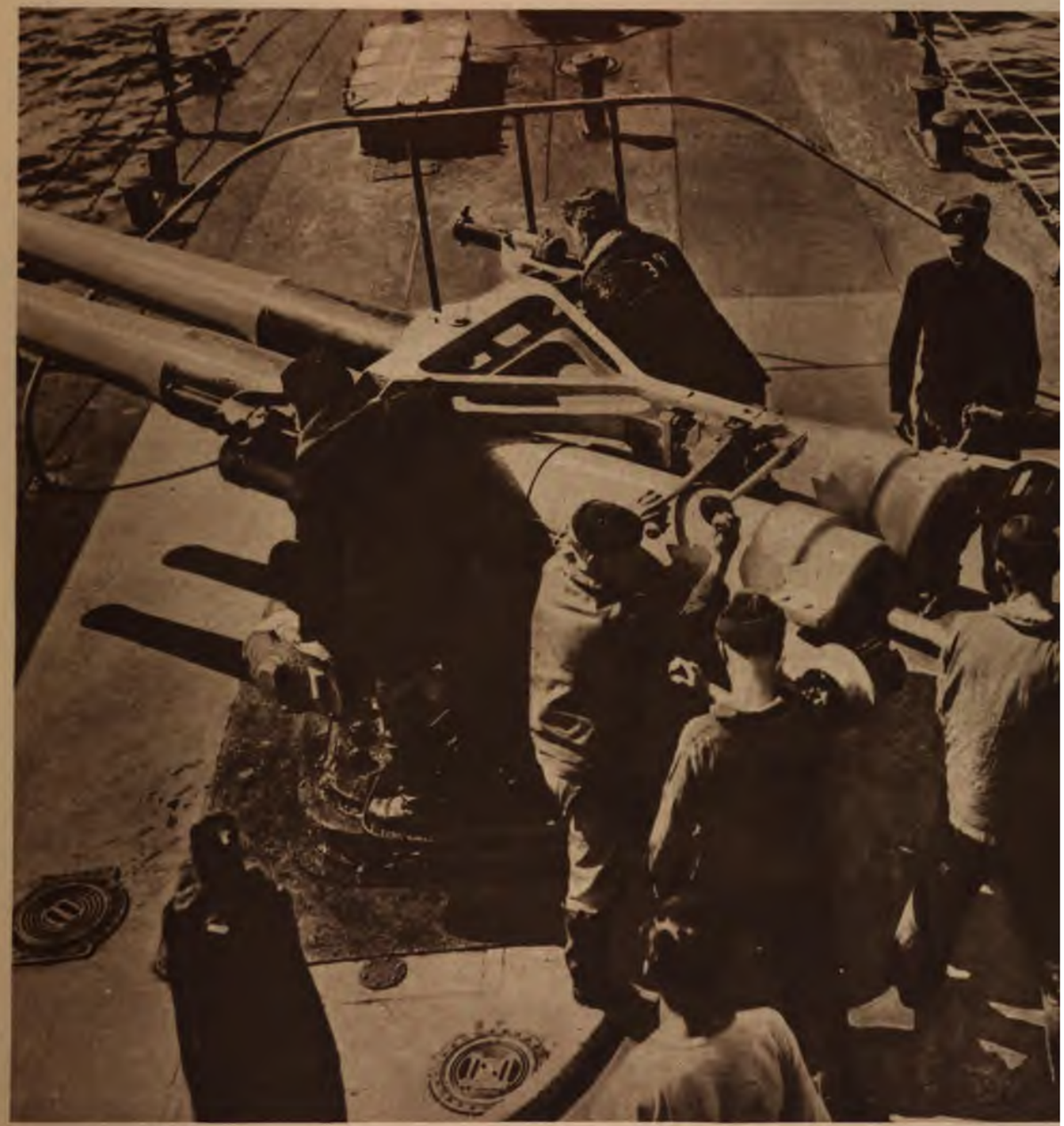
U. S. Navy Official

When the U. S. destroyer, "Fanning," dropped a depth charge on the U-58 which had been prowling off Queenstown, it did not crush the submarine but it wrecked the motors, jammed its diving rudders and broke the oil leads. So Kapitan Gustav Amberger of the Imperial German Navy had the option of two alternatives: to sink until the pressure of water crushed the vessel or to blow the ballast tanks, rise to the surface and surrender. The boat had sunk to 200 feet when the Kapitan chose the latter. Accordingly he ascended and he, three other officers and 37 men emerged from the conning tower and cried "Kamerad"! Their surrender having been accepted by Lt. Com. Carpender a couple of German sailors disappeared into the submarine. They opened the sea-cocks and scuttled the ship. Then all officers and men jumped and made for the "Fanning." One sailor seemed to flounder and two American Jackies leaped over board and brought him to the "Fanning" where he died on the deck. Officers and men of the "Fanning" received the thanks of the British Admirality and Lt. Com. Carpender was decorated with the D. S. O. at Buckingham Palace by King George.

Above is the "Fanning" and below is the "Nicholson," flag-ship of Commander Frank Berrien, which assisted in the capture of the crew of the U-58, November 17, 1917.

U. S. Navy Official

HOOVER WAR COLLECTION



"When the 'Fanning' approached the U-58 as her crew stood on deck with their arms raised, shout
son' stood by, with all her 4-inch guns trained upon the German boat, and the machine guns poin
to shoot them into ribbons at the first sign that the surrender was not a genuine one." *Rear Admi*

Upper—The tell-tale oil patch, grim evidence of the destruction of a U-boat. Lower left—View of torpedo repair shop at Queenstown, Ireland. Lower right—Mustering shore patrol at Queenstown.

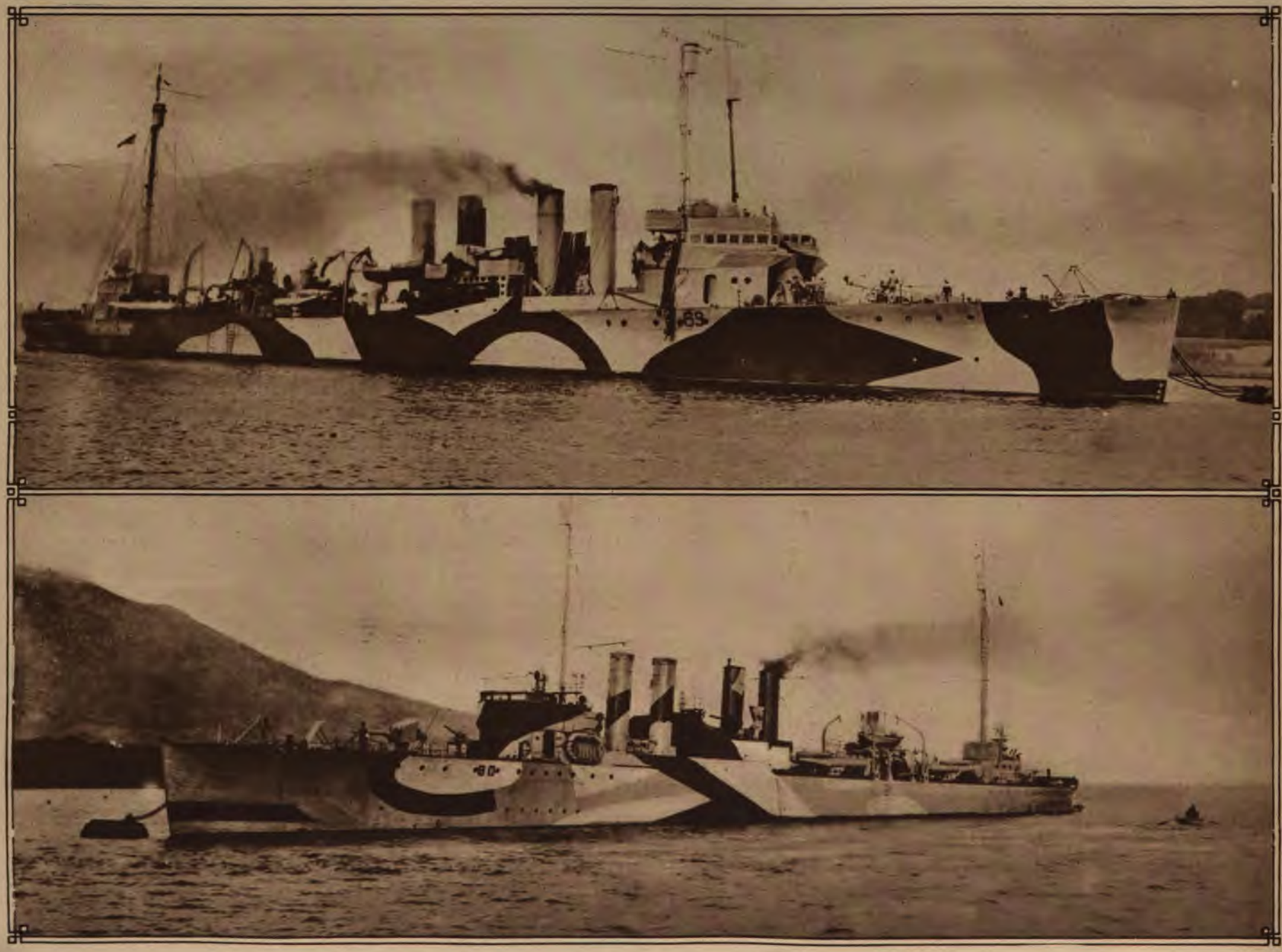
U. S. Navy Official

Underwood & Underwood

VICE ADMIRAL SIR LEWIS BAYLY, R. N.

"Vice Admiral Sir Lewis Bayly, who now became the commander of the American destroyers at Queenstown, so far as their military operations were concerned, had spent fifty years in the British navy, forty years of this time actually at sea. This ripe experience, combined with a great natural genius for salt water, had made him one of the most efficient men in the service. In what I have already said, I may have given a slightly false impression of the man; that he was taciturn, that he was generally regarded as a hard taskmaster, that he never made friends at the first meeting, that he was more interested in results than in persons—all this is true; yet these qualities merely concealed what was, at bottom, a generous, kindly and even a warm-hearted character. Admiral Bayly was so retiring and so modest that he seemed almost to have assumed these exterior traits to disguise his real nature. When our men first met the Admiral they saw a man who would exact their last effort and accept no excuses for failure; when admitted to more intimate association, however, they discovered that this weatherbeaten sailor had a great love for flowers, for children, for animals, for pictures, and for books; that he was deeply read in general literature, in history, and in science, and that he had a knowledge of their own country and its institutions which many of our own officers did not possess. Americans have great reason to be proud of the achievements of their naval men and one of the most praiseworthy was the fact that they became such intimate friends of Admiral Bayly. For this man's nature was so sincere that he could never bring himself to indulge in friendships which he deemed unworthy. Early in his association with our men, he told them bluntly that any success he and they might have in getting on together would depend entirely upon the manner in which they performed their work. If they acquitted themselves creditably, well and good; if not, he should not hesitate to find fault with them. It is thus a tribute to our officers that in a very short time they and Admiral Bayly had established relations which were not only friendly, but affectionate. Not long after our destroyers left to re-enforce the hard-driven flotillas in the Channel and the North Sea, so that the destroyer forces at Queenstown under Admiral Bayly became almost exclusively American, though they worked with many British vessels—sloops, trawlers, sweepers and mystery ships, in co-operation with British destroyers and other vessels in the north and other parts of Ireland. The Admiral watched over our ships and their men with the jealous eye of a father. He always referred to his command as 'my destroyers' and 'my Americans,' and woe to any one who attempted to interfere with them or do them the slightest injustice! Admiral Bayly would fight for them, against the combined forces of the whole British navy, like a tigress for her cubs. He constantly had a weather eye on Plymouth, the main base of the British destroyers, to see that the vessels from that station did their fair share of the work. Once or twice a dispute arose between an American destroyer commander and a British, in such cases Admiral Bayly vigorously took the part of the American. 'You did perfectly right,' he would say to our men, and then he would turn all his guns against the interfering Britisher. Relations between the young Americans and the experienced Admiral became so close that they would sometimes go to him with their personal troubles; he became not only their commander, but their confidant and adviser." *Rear Admiral Sims in "The Victory at Sea."*

CAUGHT! Admiral Sims says: "Admiral Sir Lewis Bayly was so reticent and excessively modest that he was averse to having his picture taken; even the motion picture operator detailed to get an historic record of the arrival of our destroyers did not get a good view of the Admiral, for whenever Sir Lewis saw him coming he would turn his back to the camera." However, when Sir Lewis visited this country in February, 1921, Captain Lawrence Rubel of Underwood and Underwood managed to procure for the compilers of this volume the above picture. We had to have it. The photograph was taken on the portico of the State, War and Navy Building, Feb. 15, 1921.



Upper—U. S. destroyer "Caldwell" in Queenstown harbor. Lower—U. S. destroyer "Kimberley" at Queenstown.

U. S. Navy Official

The "Wadsworth" in her war-paint a year after her arrival in British waters as the flag ship of the first destroyer flotilla to enter the conflict. This Signal Corps photograph was withheld by the military censor during the war in deference to the wishes of the British Admiralty which objected to the showing of marine camouflage. Inset: Capt. Joseph K. Taussig, the "Wadsworth's" first commander during the operations at sea. The "Wadsworth" was later in charge of Commander I. F. Dortch. This photograph was made May 18, 1918. Two weeks before Admiral Sir Lewis Bayly sent this message to the Queenstown forces: "On the anniversary of the arrival of the first United States men-of-war at Queenstown, I wish to express my deep gratitude to the United States officers and ratings for the skill, energy, and unfailing good nature which they have all consistently shown and which qualities have so materially assisted in the war by enabling ships of the Allied Powers to cross the ocean in comparative freedom. To command you is an honor, to work with you is a pleasure. . . ."

Upper—Reading room of the U. S. Naval Men's Club at Queenstown. Lower left—"Galloping dominoes" aboard the U. S. S. "Melville," at Queenstown. The "Melville" was the flagship of Admiral Sims, Commander of U. S. Naval Forces in European waters, although the Admiral's headquarters was in London to facilitate co-operation with the British Admiralty. The "Melville" is a destroyer tender fitted with repair shops, supply rooms, etc., for the upkeep of destroyers and as such was stationed most of the time at Queenstown as the floating base of the U. S. destroyer squadron operating in nearby waters.

U. S. S. "Paulding" at Queenstown.

The "life line" on
The sailor is gunner's m

U. S. destroyers "Wainwright," "Winslow," and "Bell" lying in the inner harbor at Brest ready for convoy service. Oct. 27, 1918.

U. S. destroyer Ben
convoy through the da

The U. S. destroyer, "Benham," after having been rammed by H. M. S. Zennia. The U. S. destroyer, "Ericsson" may be seen at the right.

International Film

International Film

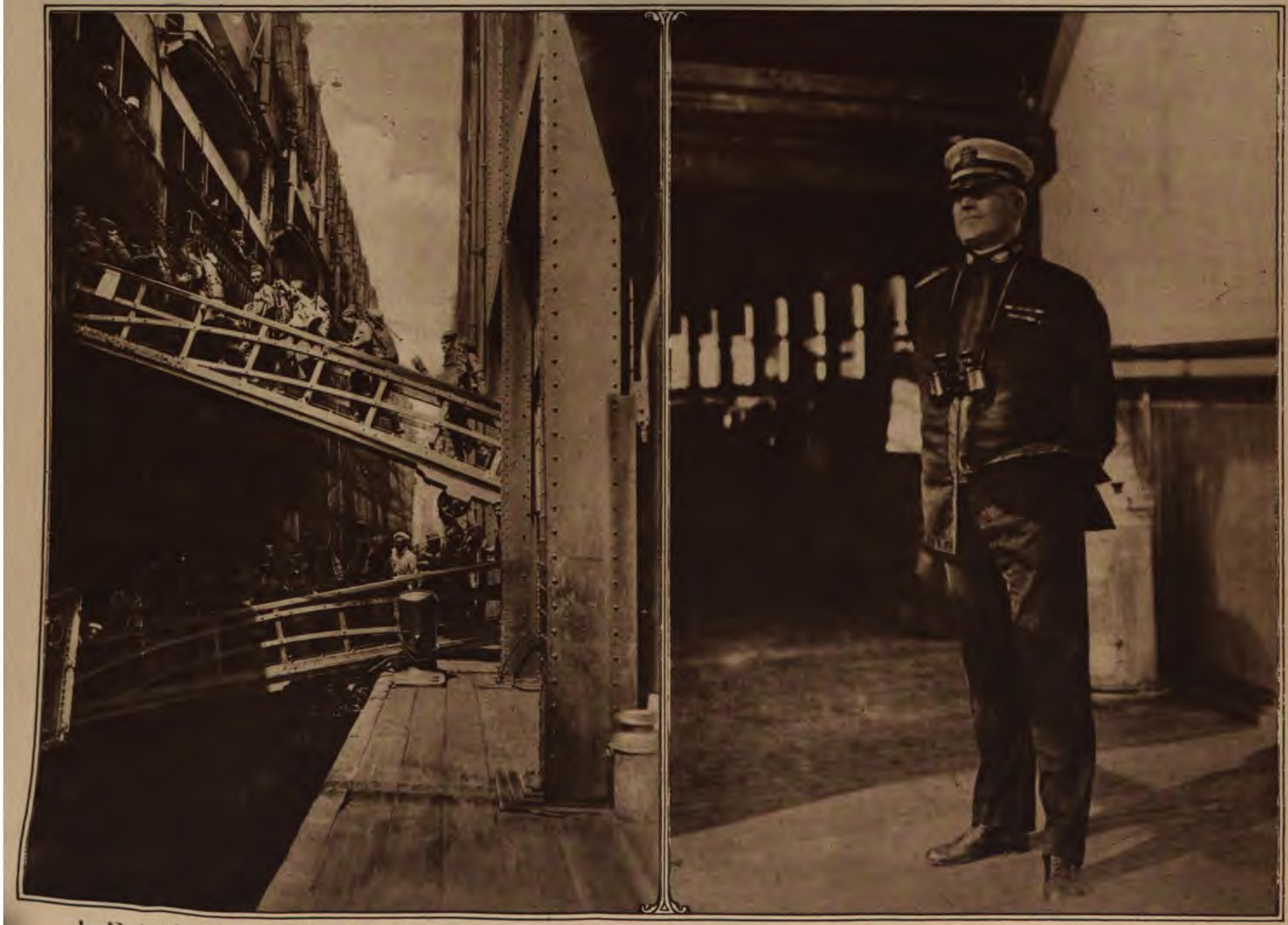
U. S. destroyers making smoke screen.

"A few dirigibles," says Rear Admiral Sims, "located on the flanks of a convoy, protected them almost as effectively as the destroyers themselves; and even a single airship not infrequently brought a group of merchantmen and troopships safely into port. All dirigibles had wireless telegraph and wireless telephone equipment. As soon as a submarine was spotted the word was immediately flashed broadcast and every offensive warship which was anywhere in the neighborhood, as well as the aircraft itself started for the indicated scene."

Underwood & Underwood

THE NAVY'S GREATEST ROLE DURING THE WORLD WAR. Two million troops were sent abroad with not the loss by enemy action of a single east-bound ship carrying troops under the protection of the Navy. "Great Britain," says Rear Admiral Sims, "provided a slightly larger amount of tonnage for this purpose than the United States; but about 82 per cent of the escorting was done by our own forces. . . . . In performing this great feat the American Navy fulfilled its ultimate duty in the war."

International Film Company



1—During the 19 months of our participation in the war more than 2,000,000 American soldiers were carried to France. Half a million of them went over in the first 13 months and a million and a half in the last 6 months. In July, 1918, when the picture at the left was taken, an average of 10,000 soldiers was transported. Among every 100 Americans who went over 45 went in American ships, 49 in British ships, 3 in Italian, 2 in French and 1 in Russian shipping under English control. The men in the photograph at the left are boarding the "Leviathan." The photograph at the right shows the commanding officer of the U. S. S. Leviathan, Captain H. L. Bryan, U. S. N.

U. S. Navy Official

The "Leviathan," formerly the German passenger liner "Vaterland," leaving Hoboken for France. During the Spring and Summer of 1918 the "Leviathan" averaged 27 days for the round trip. The "Levi Nathan," as the soldiers called her, carried on each eastern voyage 12,000 soldiers, or the equivalent of a German division, and a crew of 2,000. This picture was withheld during the War out of deference to the British, who did not wish to give the enemy an opportunity to study the system of camouflage used by the Allies.

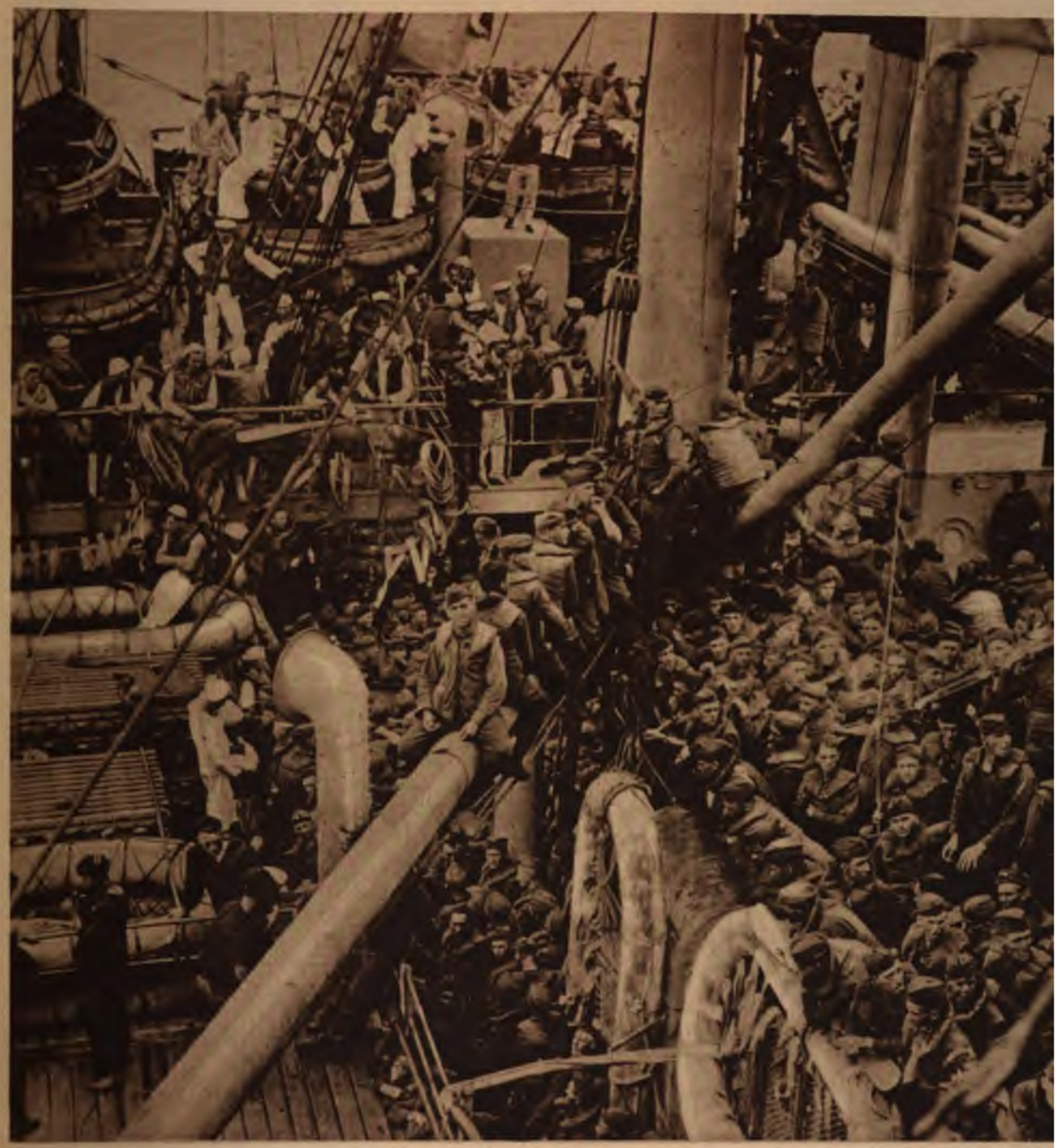
A warning: "Throw nothing overboard; floating articles reveal our course to enemy submarines."

Distributing safe arrival cards as the men go aboard. These were addressed to next of kin by the recipients and collected at the port of embarkation. When the transport arrived on the other side the postal authorities released them.

U. S. Navy Photo

"Abandon ship" drill on the "Leviathan."

Tall and short men of the "Leviathan."



Troops on the "Leviathan" enroute to France in Spetember,

Inspection aboard the "Leviathan."

Life-preservers on the "Leviathan."

Gun crew of U. S. S. "Leviathan."

U. S. Navy Official

Officer personnel of U. S. S. "Leviathan."

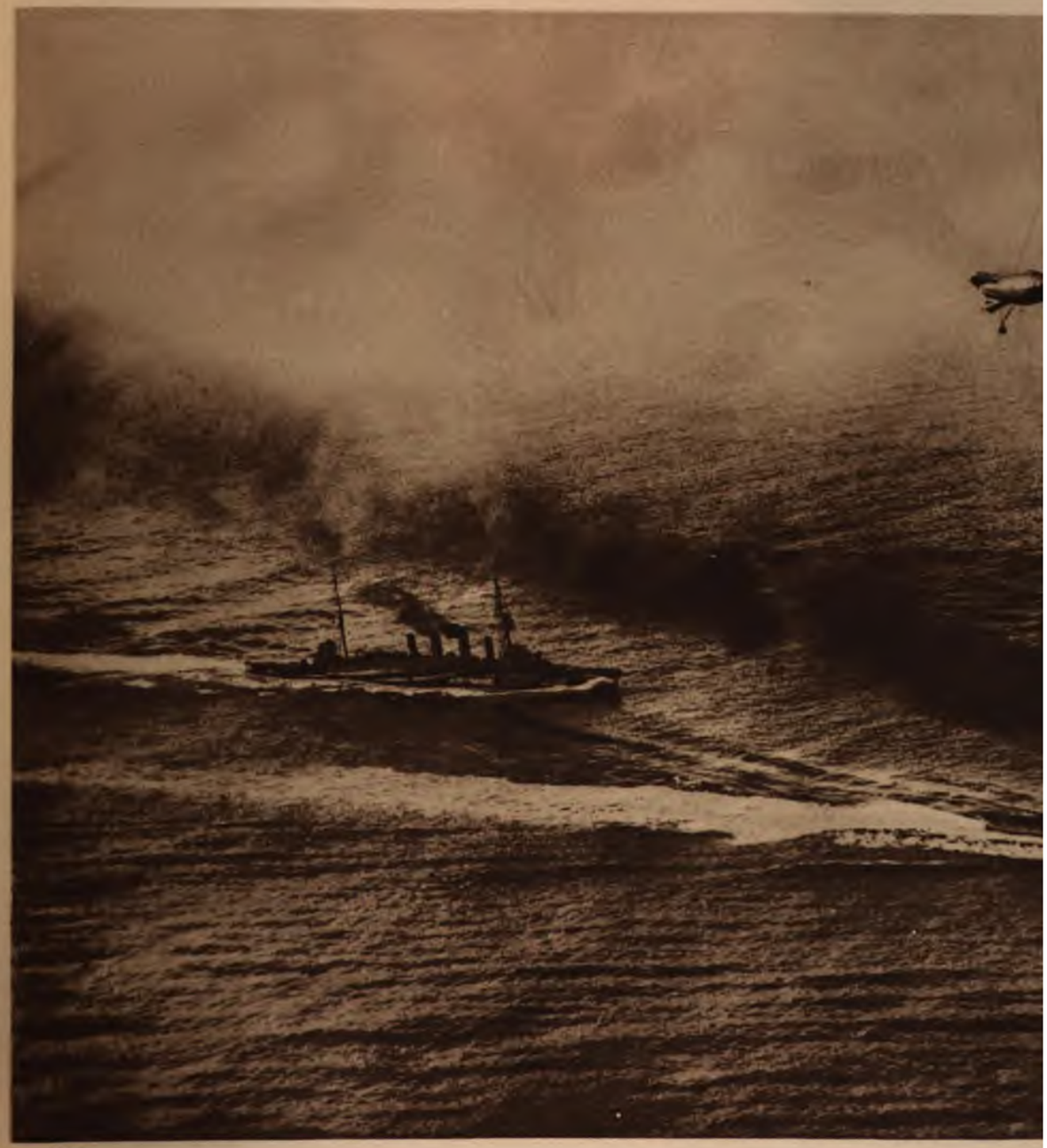
"THE YANKS ARE COMING." Train of troop ships and escort at sea. U. S. S. "George W
in column. Photograph taken from aboard U. S. S. "Whipple," May 18, 1918.

THE GREAT ADVENTURE. United States Army transports nearing the coast of France with their burden of fighting men.

Cardinal Richelieu first recognized the importance of Brest as a seaport, but it remained for the Ameri
development. It was to this port that 791,000 Yankee soldiers were carried.

Upper—The destroyer "Wadsworth" using smoke screen to protect convoy. Photographed from aboard U. S. S. "Whipple," May 18, 1918 Lower—A convoy.

U. S. Navy Photo



A kite balloon in tow of an escort.

Left—Soldiers of 105th Field Artillery, 27th Division, leaving Newport News for France aboard the U. S. S. "Mercury." Upper right: The U. S. S. "Mercury." Lower right: Disembarkation of troops at Brest.

Berth deck of the U. S. S. "Mercury." The number of passengers carried by the "Mercury" to and from Europe, was 39,463.

U. S. Navy Photo

The U. S. S. "Siboney." Number of passengers carried to and from Europe, 55,169.

The U. S. S. "Northern Pacific." The fastest transports were the "Northern Pacific" and the "Great Northern" which made complete turn-arounds taking on new troops and started back again in 19 days.

The U. S. S. "Great Northern," May 7, 1918, at Brest. Number of passengers carried to and from Europe, 54,085. Number of passengers carried by "Northern Pacific" to and from Europe was 28,866.

The U S S "Antigone." Number of passengers carried to and from Europe, 38,705.

The U. S. S. "Edellyn." Number of passengers carried from Europe, 985.

Close view of th
of passengers carrie

The U. S. S. "Buford." Passengers returned from Europe, 4,717.

The U. S. S. "Ag
to and from Europe

U. S. S. "America." Number of passengers carried to and from Europe, 86,801.

U. S. S. "Powhatan." Number of passengers carried to and from Europe, 30,087.

U. S. S. 'Huron." Number of passengers carried to and from Europe, 41,658.

U. S. S. "Imperator." Passengers returned from Europe, 28,030.

U. S. S. "Martha Washington." Number of passengers carried to and from Europe, 41,824.

U. S. S. "Pocahontas." Number of passengers carried to and from Europe, 43,141.

U. S. S. "Marcia

U. S. S. "Princess Matoika." Number of passengers carried to and from Europe, 48,296.

U. S. S. "Santa Malta." Passengers returned from Europe, 3,756.

U. S. S. "Ophir."

U. S. S. "Mallory." Number of passengers carried to and from Europe, 21,901.

Scene at St. Nazaire, Loire Inferieure. The "Princess Matoika," entering the locks, is passin freighter, "Artemis."

The "Leviathan" docks at Hoboken, April 25, 1919, with troops of the 42nd Division. Number of passengers carried to and from Europe, 192,753.

Troops boarding the "Manchuria" at St. Nazaire, January 10, 1919. Number of passengers carried to and from Europe, 54,230.

The U. S. S. "Madawaska" about to sail from St. Nazaire, December 27, 1918. Number of passengers carried to and from Europe, 34,937.

With 2500 soldiers aboard the U. S. S. "Susquehanna" leaves St. Nazaire for the United States. January 17, 1919. Number of passengers carried to and from Europe, 34,911.

View in the harbor of Brest, December 29, 1919.

NAVAL OVERSEAS TRANSPORTATION

Six Million Tons of War Supplies Carried Overseas by a Fleet of 321 Vessels, Manned by 4,672 Officers and 29,175 Men
"One of the Most Important and Successful Operations of the Navy."—*Secretary Daniels.*

BY ENSIGN J. J. FINLAY, U. S. N. R. F.

IMAGINE, if you can, a steamship company which on January 9th, 1918, did not possess a single ship and which on November 11, 1918, only ten months later, was operating three hundred and twenty-one ocean going cargo carriers of 2,800,000 dead-weight tons—a fleet larger than the Cunard, Hamburg-American and North German Lloyd lines combined at the outbreak of the war. The personnel of this fleet grew from nothing to 4,672 officers and 29,175 men. Six million tons of cargo, in round figures, were transported, including all kinds of supplies and munitions for our own forces and those of our allies.

Early in 1918 it became evident that officers and men must be provided in great numbers to man our new merchant fleet or Europe and the A. E. F. would perish. Where were the seamen and officers to come from?

The Navy supplied the answer. Skippers and mates of our pre-war merchant marine were rapidly commissioned Lieutenant-Commanders and made Captains and senior officers of these ships. Over five thousand college graduates and yachtsmen were given intensive training courses on Great Lakes ore-boats and coastwise vessels, followed by highly concentrated eight weeks study courses at Chicago and at Pelham Bay, given ensigns' commissions and assigned to these ships as junior officers. These men generally became the gunnery officers. Assisted by veteran Navy petty officers they imbued the enlisted crews, largely apprentice landsmen, with a real Navy spirit. Many of these slow moving freighters fought lonely and victorious battles with the wily submarines.

Every energy of the N. O. T. S. was bent on making the stays of these ships in port as brief as possible. Repair men swarmed over their decks, coal and oil barges hugged their sides. The Army working night and day loaded them with amazing cargoes —great locomotives—thirty-six in a hold—food, uniforms, drums of deadly mustard gas, army trucks, aeroplanes. Some became horse-ships, others T. N. T. ships. Often they were overloaded, sometimes undermanned, but always they wallowed out in time to join their convoy. Two days at sea and storms, their varying speeds, or engine troubles scattered them widely. Mostly they travelled alone, armed with but single guns fore and aft, through submarine infested waters.

"Over There" colored stevedores emptied their hulls of their precious freight and they headed Westward again, riding high with little ballast and bucking the winter fury of the North Atlantic.

Some were torpedoed, others on wild nights collided and sank. But luckily for the allied cause, these were exceptions.

After the Armistice many cargo vessels were converted into troop ships. Others were placed out of commission and returned to private shipping interests, their officers and crews returned to Ohio cities and Kansas farms and the N. O. T. S. gradually passed into history.

Of the untiring, wonderfully resourceful shore organization which grew up almost over night to handle, man, route and supply this great fleet, there is no room to speak. Nor of the bold initiative and courage shown by the old men and young boys who month after month brought these ships safely from port to port.

It is a story of achievement—typically American—too intricate and vast to tell here. Ex-Secretary Daniels calls the N. O. T. S. "one of the most important and successful operations of the Navy." The Navy is very proud of the record of the N. O. T. S.—and so are the merchant marine men and the youthful civilians who helped make its history.

Thirty-six Baldwin and tenders already assembled were landed at Brest, Oct. 29, 1918 by the U. S. S. "Firmore," seen in mid-ground. According to the Signal Corps caption her cargo also included 248 cases of airplane parts, 50 Quad trucks, 22 Reo trucks, 54 Ford trucks, 2,500 tons of steel rails, 1,100 tons of oats, 1,380 tons of hay and 250 tons of engineer supplies.

Unloading a cargo of Quad trucks at Marseilles.

Transferring Baldwin locomotives to freight lighters.

U. S. S. "Houston," formerly North German Lloyd S. S. "Liebenfelds." She was scuttled in Charleston harbor, April 6, 1917. The vessel was raised and on July 3, 1917 was commissioned in the United States Navy. She entered the war zone August 16, 1917, being the first German ship to arrive overseas under the American flag. The "Houston" steamed 42,225 miles up to Nov. 18, 1918 and carried 47,000 tons of freight and 225 passengers. She rescued 14 castaways from the Norwegian steamer "Tiro," torpedoed off Lizard Light Dec. 29, 1917. The boat is faster by two knots than when her German skipper, S. B. Johansen, was in command. Commander W. H. Lee, U. S. N. R F., has been commanding officer of the "Houston" since she was commissioned. The "Houston" was in contact with enemy eleven times.

Discharging trucks at Bassens Docks.

Unloading Baldwin locomot
U. S. S. "Firmore," Brest.

Unloading United States cargo ships at Bassens Docks, Bordeaux, Aug. 28, 1918.

Giant crane hoisting 41,700 pounds of machinery from ship to cars at Bassens Docks.

American tug, "Kir
38 that started. St. Na

Unloading horses and mules at Bassens Docks.

Supplies being trans
landia." Brest, Oct. 2

United States cargo ships at Bassens Docks, Bordeaux, June 8, 1918. Among the vessels are the "Floridian," "Woonsocket," "Rappahannock" and "Montpelier."

Chart of the Great $40,000,000 North Sea Mine-Barrage furnished by the United States Navy. The eastern end of the barrier abutted at the 3 mile limit of Norwegian waters between the latitude of Bergen and the Island of Udsire and thence stretched across the North Sea for a distance of 230 nautical miles to within 10 miles of the Orkney Islands, north of Pentland Firth. It was deemed that the latter strait, on account of its strong currents and rough seas, would not constitute a serious leak in the barrier. The western passage was patrolled by surface vessels. The Norwegians, to maintain their neutrality, closed the eastern terminus by a mine field. The "explosive impediment" laid by American and British sailors extended to a depth of 240 feet. The Americans set 56,611 mines and the British 13,652. The project cost $40,000,000 and consumed more than 21,000,000 pounds of T. N. T. Inset: Captain Reginald R. Belknap, U. S. N., who directed the American part of the enterprise at its inception.

Trucking mine spheres from the bulk stores to the assembly sheds.

The loading basin for Naval Base No. 18 on the Caledonian Canal at Inverness, Scotland. The picture shows how the lighters were loaded to transfer the mines to the mine layers.

U. S. Navy Photo

Loading mines on railroad cars to haul to barges. Inverness, Scotland. September, 1918.

Mines in storage shed at Inverness, Scotland.

U. S. Minelaying Force. Commander of Mine Squadron One, and commanding officers of ships. Front row, left to right: Capt. W. I. Cluverius (U. S. S. "Shawmut"), Capt. C. D. Stearns (U. S. S. "Roanoke"), Capt. R. R. Belknap (Comdr. Mine Squadron), Capt. H. V. Butler (U. S. S. "San Francisco"), Capt. A. W. Marshall (U. S. S. "Baltimore"). Back row, left to right: Comdr. B. L. Canaga (Aide to Comdr., Mine Squadron 1), Capt. T. L. Johnson (U. S. S. "Canonicus"), Capt. J. H. Tomb (U. S. S. "Aroostook"), Comdr. J. W. Greenslade (U. S. S. "Housatonic"), Comdr. S. Gannon (U. S. S. "Saranac"), Comdr. W. H. Reynolds (U. S. S. "Canandaigua"), Comdr. D. P. Mannix (U. S. S. "Quinnebaug").

U. S. Navy Official

Assembling mines at Inverness, Scotland, September, 1918.

Dumb lighter loaded with assembled mines at Inverness, Scotland.

Mine cases.

U. S. Navy Photo

Power plant, mine assembling base, Invergordon, Scotland, September, 1918.

United States Mine Squadron in planting formation in the North Sea. On each of the thirteen operations there were eight ships in line abreast, with two in line abreast sailing ahead of them. The vessels were 500 yards apart. At the signal from the flag ship, "First Mine Over," the mine layers, going at full speed, would drop mines at intervals of fifteen seconds for three or four hours According to Rear Admiral Sims there were four planters which on several "excursions" lay about 860 mines in 3 hours and 35 minutes in a single line about 44 miles long. These were the Canandaigua, the Canonicus, the Housatonic, and the Roanoke.

Another view of the American mine laying squadron in the North Sea. The ships of the squadron were: the flagship "San Francisco," Capt. H. V. Butler; the "Aroostook," Capt. J. H. Tomb; the "Baltimore," Capt. A. W. Marshall; the "Canandaigua," Commander W. H. Reynolds; the "Canonicus," Capt. T. L. Johnson; the "Housatonic," Capt. J. W. Greenslade; the "Quinnebaug," Capt. D. P. Mannix; the "Roanoke," Capt. C. D. Stearns; the "Saranac," Capt. Sinclair Gannon, and the "Shawmut," Capt. W. I. Cluverius. Originally these ships had been American coastwise vessels.

U. S. Navy Official

WRITING of the type of mine used in the North Sea barrage Rear Admiral Sims says: "It s great advantage was that it was not necessary for the submarine to strike the mine in order to produce the desired explosion. The mine could be located at any depth and from it a long 'antenna,' a thin copper cable, reached up to within a few feet of the surface, where it was supported in that position by a small metal buoy. Any metallic substance, such as the hull of a submarine, simply by striking this antenna at any point, would produce any electric current, which, instantaneously transmitted to the mine, would cause this mine to explode. The great advantage of this device is at once apparent. Only about one-fourth of the number of mines required under the old conditions (where the old contact mine was used) would now be necessary. The Mining Section estimated that 100,000 mines would form a barrier that would be extremely dangerous to submarines passing over it or through it, whereas under the old conditions about 400,000 would have been required. . . .

"The spherical mine case, which contains the explosive charge, and the mechanism for igniting it, is only a part of the contrivance. While at rest on board the ship this case stands upon a box-like affair about two feet square known as the anchor; this anchor sinks to the bottom after launching and it contains an elaborate arrangement for maintaining the mine at any desired depth beneath the surface. The bottom of the 'anchor' has four wheels, on which it runs along the little railroad track on the launching deck to the jumping off place at the stern.

All along these railroad tracks the mines were stationed one back of another; as one went overboard, they would all advance a peg, a mine coming up from below on an elevator to fill up the vacant space at the end of the procession. . . .

It took a crew of hardworking, begrimed and sweaty men to keep these mines moving and going over the stern at the regularly appointed intervals."

U. S. Navy Official

Minelaying fleet proceeding to sea on minelaying expedition. Ships, left to right: U. S. S. "Canonicus," U. S. S. "Canandaigua," U. S. S. "Aroostook," U. S. S. "Saranac," U. S. S. "Roanoke," U. S. S. "Housatonic," U. S. S. "Quinnebaug," and U. S. S. "Baltimore." Lower left—U. S. S. "Blackhawk" of the Mine Force, Inverness, September, 1918. Lower right—U. S. S. "Shawmut" in the North Sea, September, 1918.

U. S. Navy Official

Rear Admiral Rodman's forces of Division Nine took their regular turn in acting as a screen on the mine laying excursions. The photograph, taken by Commander Haines, U. S. N., shows a mine layer sowing T. N. T. in the North Sea under the protection of the guns of an accompanying battleship. U. S. Navy Official

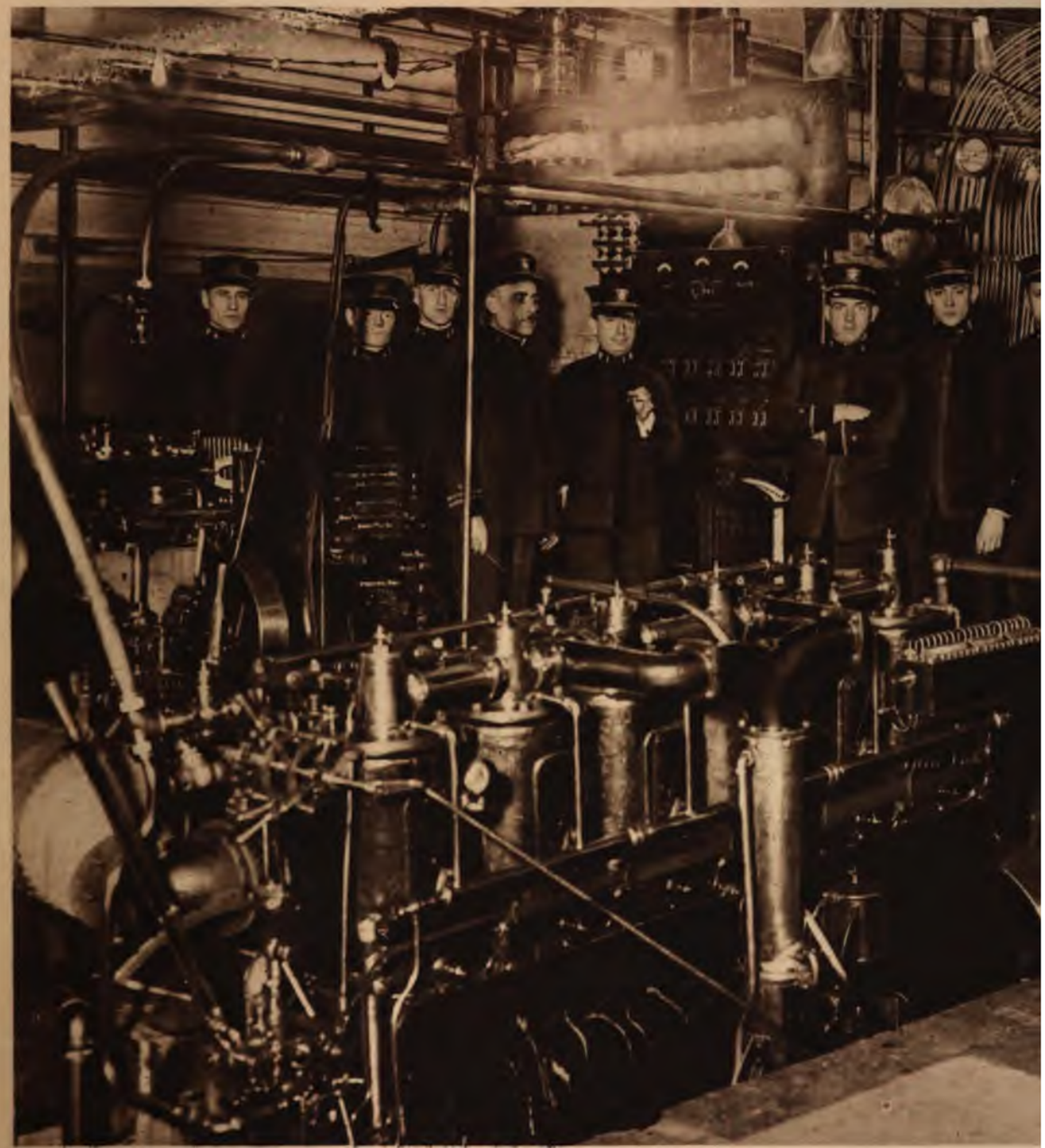
HOOVER WAR COLLECTION

"The sea qualities which the subchaser displayed, and the development of listening devices which made it possible to detect all kinds of sounds under water at a considerable distance, immediately laid before us the possibility of direct offensive operations against the submarine. It became apparent that these listening devices could be used to the greatest advantage on these little craft. The tactics which were soon developed for their use made it necessary that we should have a large number of vessels; nearly all the destroyers were then engaged in convoy duty and we could not entertain the idea of detailing many of them for this more or less experimental work. Happily the subchasers started coming off the ways just in time to fill the need; and the several allied navies began competing for these new craft in lively fashion."—*Rear Admiral Sims in "The Victory at Sea."*

U. S. Navy Official

1—Subchaser 52 returning from patrol duty to Marine Basin, N. Y., October, 1918. 2—Subc
"Spud" peelers from subchasers at Marine Basin. Because of cramped quarters on board the
on the dock alongside of which they were tied up. October, 1918. 4—Subchasers at Halifax,

"Who would ever have thought that a little wooden vessel, displacing only sixty tons, measuring only 110 feet from bow to stern, and manned by officers and crew very few of whom had ever made an ocean voyage, could have crossed more than three thousand miles of wintry sea, even with the help of the efficient naval officers and men who, after training there, convoyed and guided them across, and could have done excellent work in hunting the submarines? We built nearly 400 of these little vessels in eighteen months; and we sent 170 to such widely scattered places as Plymouth, Queenstown, [illegible] and Corfu. Several enemy submarines now lie at the bottom of the sea as trophies of their offensive power; and on the day that hostilities ceased, the Allies generally recognized that [illegible] devices which made it so efficient, represented one of the most satisfactory direct answers to the submarine which had been developed by the war."—*Rear Admiral* U. S. Navy Official



Instructors at the Naval Reserve Training School at Columbia University, New York. The engi
in the subchasers. It was employed in the instruction of men destined for service with the subc

"By June 30, 1918, two squadrons of American chasers, comprising thirty-six boats, had assembled at Plymouth, England, under the command of Captain Lyman A. Cotten, U. S. N. The U. S. destroyer 'Parker,' commanded by Commander Wilson Brown, had been assigned to this detachment as a supporting ship. The area which now formed the new field of operations was one which was causing great anxiety at that time. It comprehended that section of the Channel which reached from Start Point to Lizard Head, and included such important shipping ports as Plymouth, Devonport and Falmouth. This was the region in which the convoys, after having been escorted through the submarine zone, were broken up, and from which the individual ships were obliged to find their way to their destinations with greatly diminished protection. It was one the most important sections in which the Germans, forced to abandon their submarine campaign on the high seas, were now actively concentrating their efforts. Until the arrival of the subchasers, sinkings had been taking place in these waters on a considerable scale. In company with a number of British hunting units, Captain Cotten's detachment kept steadily at work from June 30 until the middle of August, when it became necessary to send it elsewhere. The historical fact is that not a single merchant ship was sunk between Lizard Head and Start Point as long as these subchasers were assisting in the operations."—*Rear Admiral Sims in "The Victory at Sea."* Photograph shows view of U. S. Naval Base No. 27 at Plymouth, England, from the Cattewater.

U. S. Navy Photo

HARI-KARI UNDER SEA

"A sharp piercing noise came ringing over the wires. It was a sound that made the listeners' blood run cold. Only one thing in the world could make a sound like that. It was the crack of a revolver. The first report had hardly stilled when another shot was heard; and then there were more in rapid succession. In all twenty-five shots came from the bottom of the sea. As there were from twenty-five to thirty men in a submarine crew the meaning was all too evident. The larger part of officers and men, finding themselves shut in their coffin of steel, had resorted to that escape which was not uncommonly availed of by German submarine crews in this hideous war. Nearly all of them had committed suicide."

Admiral Sims thus describes the tragic end of a German submarine off Land's End.

On Sept. 6, 1918, it had been located, or "fixed," by three units of submarine chasers under command of Ensign Ashley D. Adams, U. S. N. R. F. A unit consisted of three boats. Each vessel was equipped with listening tubes through which under-water sounds and their direction could be detected at a distance of twenty miles. Each was also supplied with a wireless telephone. The ships of a unit traveled a mile or two apart, the flagship in the center. At intervals the units stopped, lowered their tubes and listened. The listeners were highly skilled in detecting the sounds made by a submarine. When at least two of the boats reported sounds and their direction the information was communicated to the plotting room in the flagship. The point of convergence of the direction lines, called a "fix," was determined. Then a dash was made to the "fix." In most cases the sounds would be louder. New observations would be made and another "fix" computed. Maneuvering in this way the chasers would find their quarry, drop their depth charges, fire their "Y" howitzers and man their guns. Sometimes destroyers followed the chasers and aided in the destruction of the submarine.

When Ensign Ashley's boats ran down the German submarine they had pursued similar tactics. They dropped depth charges lavishly. Then they listened. For some time there was no sound. Then the grating and squeaking of machinery were heard intermittently. After a while a "wake" was seen. More depth charges were dropped. A black cylindrical object was hurled out of the sea. Followed a straining and lumbering sound. Then for a long time quiet. Suddenly came the noise of hammering. The sounds became fainter. The chasers had exhausted their ammunition. Two chasers were sent to Penzance for more. Hours of stillness ensued. Then the revolver shots.

Submarine Chaser 49 bea

Active career of U-53 ended by submarine chasers and destroyers. This celebrated U-boat, Capt. Hans Rose commanding, suddenly paid a visit to Newport, R. I., in the Fall of 1916. On its way back to Germany it paused long enough off Nantucket to sink half a dozen British cargo ships. It sank the American destroyer Jacob Jones. "Thus Americans," says Rear-Admiral Sims, "had a peculiar reason for wishing to see it driven from the seas." About the middle of August, 1918, the U-53 was located west of Brest, where, with two other undersea boats, it was preparing to attack American transports. Twelve sub-chasers and the destroyers, Parker and Wilkes, were sent after her. They spotted the boat on Sept. 2. An accurate "fix" finally was obtained and depth charges were generously applied. After the tumult had subsided the listening tubes were lowered but there was no sound. For several days afterward the radio operators could hear German submarines calling across the waters to the U-53 but there was no answer. "Naturally," says Rear-Admiral Sims, "we believed that this long-sought enemy had been destroyed; about a week later, however, our radios caught a message off the extreme northern coast of Scotland, from the U-53 telling its friends in Germany that it was on its way home. That this vessel had been seriously damaged was evident, for it had made no attacks after its experience with the sub-chasers. It apparently had as many lives as a cat, for it was able in its battered condition to creep back to Germany around the coast of Scotland, a voyage of more than a thousand miles. The subchasers at least had the satisfaction of having ended the active career of this boat. It was damaged two months before the Armistice was signed, but it never recovered sufficiently from its injuries to make another voyage. Yet I must do justice to Capt. Rose—he did not command the U-53 on this last voyage. It was the only trip during the whole course of the war when he had not commanded it!"

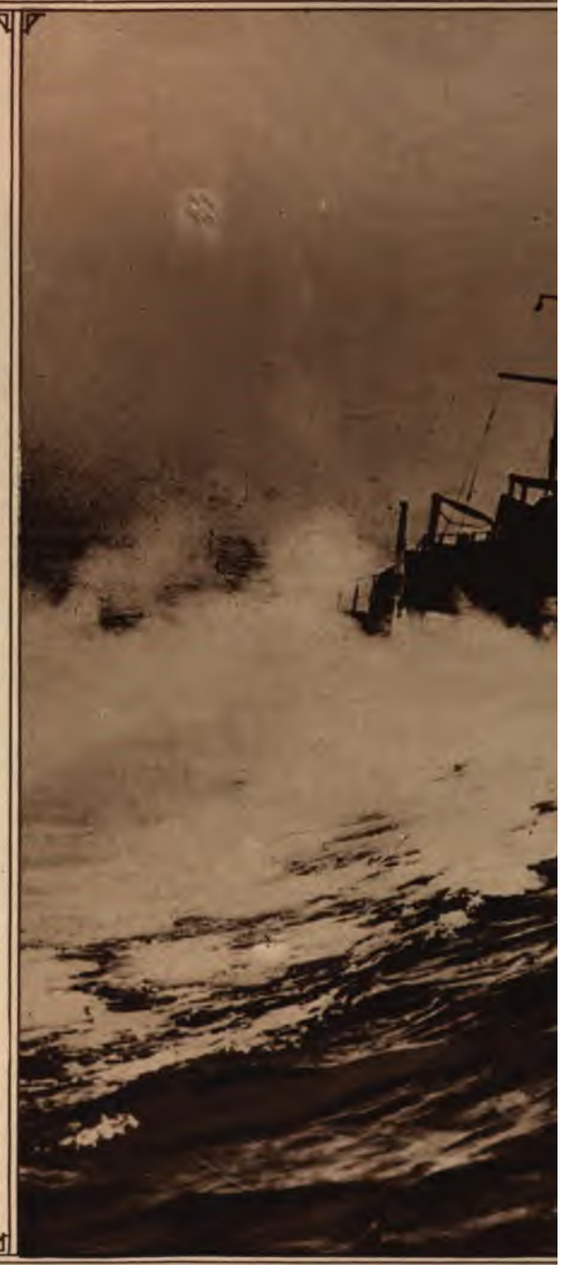
International Film

THE ISLAND OF CORFU. In the Spring of 1918, Admiral Sims sent Captain Richard H. Leigh to Southern Italy to locate and construct a sub
the Bay of Govino, in the Island of Corfu, would best meet the requirements. "The immediate connection which was thus established betwee
fairly illustrates how widely the Great War had extended the horizon of the American people," says Rear Admiral Sims. "There was a certain ap
who commanded these little ships—not much larger than the vessel in which Ulysses had sailed these same waters three thousand years before—sho
served as a naval station for Athens in the Peloponnesian War, and which, several centuries afterward, had been used for the same purpose by Au
sight of the Achilleion, the Kaiser's palace, which was not far from this new American base, was not without its influence in constantly reminding ou
tion of Yankee-land with the ancient world."

1. Austro-Hungarian dirigible brought down while our submarine chasers were on the "Otranto Barrage." 2. Ensigns E. Howie and K. Richardson on the bridge of S. C. 79. 3. Some members of the crew of S. C. 79. L to R: E. Young, W. Johnson, A. H. Schreil, A. Howard, T. A. Graham and Radio Operator. 4. S. C. 79 in ice at Montauk Point, L. I., before making her 6,000 mile voyage to Corfu. In foreground: Charles Gaffney, George Tickle, and F. McCarthy.

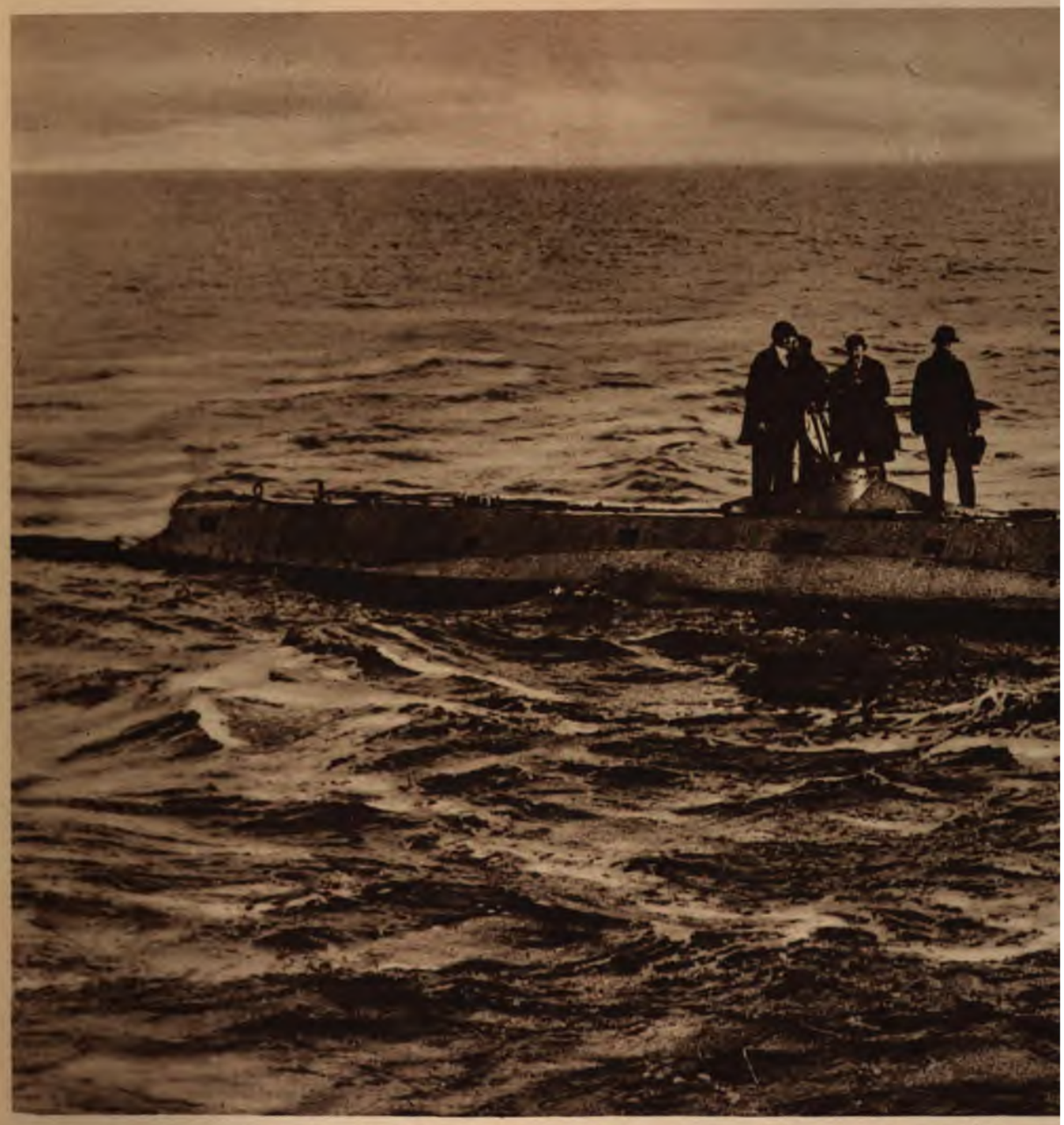
SUB-CHASERS CAUSE AUSTRIAN MUTINY

The chasers were 110 feet long, 20 feet in beam and their displacement was 60 tons. They were manned, for the most part, by college boys. We had 170 of them in foreign waters. They were based on Plymouth, Queenstown, Brest, Gibraltar and the Island of Corfu. Under Captain C. P. Nelson they rendered peculiarly effective service on the famous "Otranto barrage," the 40 mile impediment at the base of the Adriatic. "These little boats, the Austrians (after their surrender) now informed us, were responsible for a mutiny in the Austrian submarine force, says Rear Admiral Sims. Two weeks after their arrival in July, 1918, it was impossible to compel an Austrian crew to take a vessel through Otranto straits and from that time until the ending of the war not a single Austrian submarine ventured upon such a voyage. All the submarines that essayed the experiment after this Austrian mutiny were German. And the German crews, the Austrian officers said, did not enjoy the experience any more than their own. There was practically no case in which a submarine crossed the barrage without being bombed in consequence; the morale of the German crews steadily went to pieces until, in the last month of the war, their officers were obliged to force them into submarines at the point of a pistol. The records showed, the Austrian high officers said, that the Germans had lost six submarines on the Otranto barrage in the last three months of the war."



Headed for the

UNITED STATES NAVAL BASE



PROTOTYPE OF THE MODERN SUBMARINE. "The man who designed the type of submarine which has become the standard in all modern only means of destroying the British navy," says Rear Admiral Sims, "Holland was an American of Irish origin, he was a member of the Fenian used to destroy the British navy, blockade the British coast, and, as an inevitable consequence, secure freedom for Ireland. This is the reason why despite the fact that it was not a 'ram' at all. And the point on which Holland always insisted was that the submarine vessel was a unique vesse 'There is nothing that you can send against it,' he gleefully exclaimed, 'not even itself.'" The picture shows the "Holland," the first successful su United States Government in 1897.

American submarines at Berehaven, Ireland.

Signalling from the deck of a submarine.

DUMPS DEPTH CHARGES ON HIS ROOM-MATE

A RATHER grim order directed all destroyers and other patrol craft to sink any submarine on sight, unless there was positive information that a friendly submarine was operating in the neighborhood. To a large extent, therefore, the life of our submarine sailors was the same as that of the Germans. Our men know how it feels to have a dozen depth charges explode around them, for not infrequently they have had to endure this sort of thing from their own comrades. Mistakes of this sort, even though not very numerous, were so likely to happen at any time that whenever an Allied submarine saw an Allied destroyer at a distance, it usually behaved just as a German would have behaved under the same conditions: it dived precipitately to the safety of deep water. Our men, that is, did not care to take the risk of a discussion with the surface craft; it was more prudent to play the part of an enemy. One day one of the American submarines, lying on the surface, saw an American destroyer, and, cheered in their loneliness by the sight of such a friendly vessel, waited for it to approach, making all the identification signals carefully set down in the books. Instead of a cordial greeting, however, about twenty rounds of projectiles began falling about the L-boat, which as hastily as possible dropped to sixty feet under the surface. In a few minutes, depth charges began exploding around him in profusion, the plates of the vessel shook violently, the lights went out, and the end seemed near. Making a last effort, the American submarine rose to the surface, sent up all the recognition signals the officers could think of, and this time with success. The destroyer approached, the commander shouting from the bridge:

" 'Who are you?' "

" 'American submarine A L 10.' "

" 'Good luck, old man,' " came a now familiar voice from the bridge. " 'This is Bill.' "

"The commander of the destroyer and the commander of the submarine had been roommates at Annapolis!"—*Rear Admiral W. S. Sims, "The Victory at Sea."*

The A L 10, partially submerged, off the Irish coast. The "L" boats were American submarines. We had seven submarines based on Berehaven, Ireland, whose billets were located in the approaches to the Irish Sea.

The A L 9 off the Irish Coast. "In the daytime Allied submarines remained under water, their periscopes exposed for a short time e
many miles. As soon as darkness set in, the boats usually emerged, began taking in new air and recharging their batteries, the cre
a welcome glimpse of the external world. 'We got used to your depth charges,' said the commander of a captured German submarir
your submarines. We never knew what moment a torpedo was going to hit us.'" Rear Admiral Sims.

Schutz

Some time previous to the outbreak of hostilities, the Atlantic fleet was based at Guantanamo Bay, Cuba.

After the declaration of war, the Atlantic fleet rendezvoused in the York River, Virginia. The picture at the left shows the postoffice at Yorktown. Early in January, 1918, the Atlantic fleet, at anchor in the York River, was frozen in. Despite the efforts of tugs to break up the ice, it froze again as soon as it was broken. This completely imprisoned the fleet, although in an emergency a lane could have been made by other means. The picture on the right was taken by Henry J. Lucas of the U. S. S. "Texas" from the deck of that ship.

Panorama of the Navy Yard, Philadelphia, Pa.

Night firing.

U. S. Navy Photo

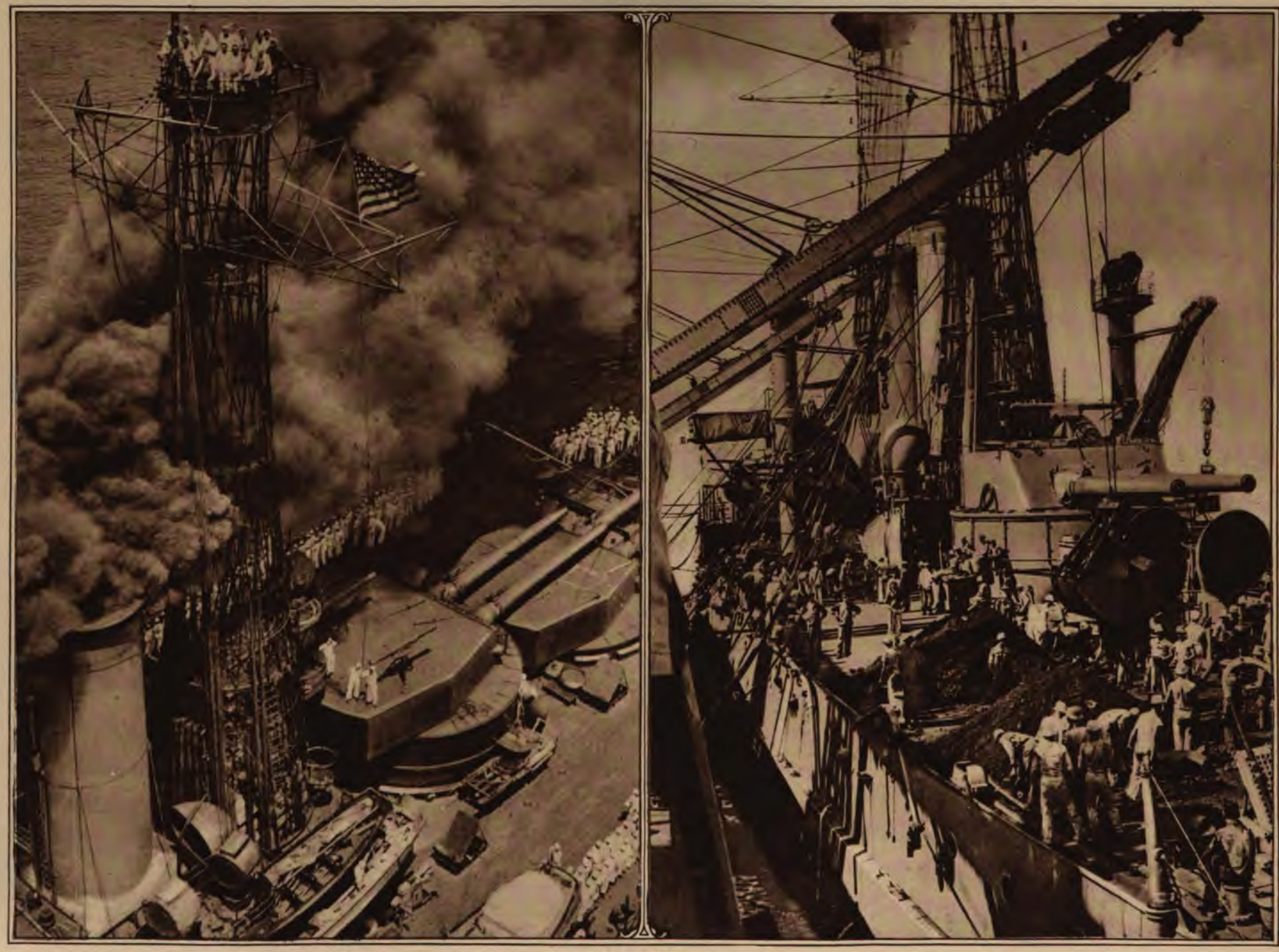
Division Nine of the Atlantic Fleet, Rear Admiral Hugh Rodman commanding, joins the British G
Sixth Battle Squadron." The photograph was taken from a British man-o'-war and shows the Am
Grand Fleet amid cheers from the British sailors.

International Film

Bag inspection aboard the U. S. S. "Oklahoma."

A sky gun aboard the U. S. S. "Florida."

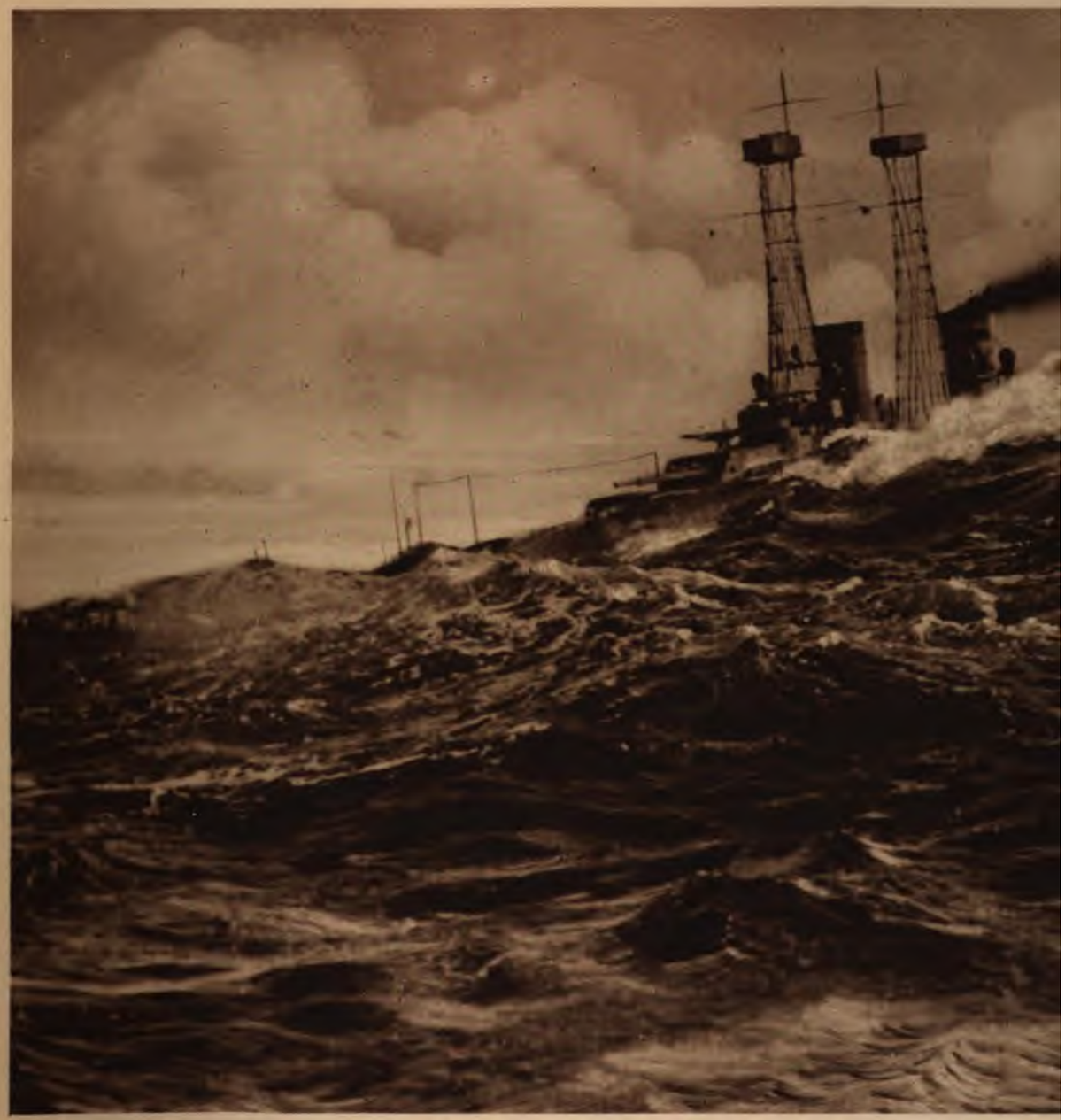
"COMRADES OF THE MIST." Division Nine, known as the Sixth Battle Squadron of the Grand Fleet, was composed of some of our best
says Rear Admiral Sims, "was the dreadnaughts and the battle-cruisers of the Grand Fleet. It was this aggregation which made possible th
effectiveness of the submarines. Had the Grand Fleet suddenly disappeared beneath the waves, all these offensive craft would have been drive
would have been cut, and the war would have ended in Germany's favor. From the time the transportation of troops began the United Stat
stantly with the Grand Fleet. The following vessels performed this important duty: The 'New York,' the 'Wyoming,' the 'Florida,' the 'I
These vessels gave this great force an unquestioned preponderance, and made it practically certain that Germany would not attempt another ger
the American squadron performed excellent service and made the most favorable impression upon the chiefs of the Allied navies." The battl
marines. On one occasion, off the Norwegian coast, four torpedoes were fired at the "Florida" and two at the "Delaware," and at another t
the vessels was hit and the only damage done was to the "New York" which, while leading the division into Pentland Firth, was rammed by
were broken off but officers and crew were convinced that the blows from the propeller sank the U-boat. The photograph shows the Bat
1918. A scout balloon may be seen hovering over the fleet.



International Film

"Full steam ahead." View of the U. S. S. "Wyoming."

Coaling Ship.



U. S. S. "Delaware" in a heavy sea-way. The "Delaware" was commanded by Captain A. H. Scales. This ship when it was relieved by the "Arkansas." Length 510 feet. Beam 85 feet, 2½ inches. Mean draft 26 feet, 11 power (main engine) 28,578. Trial speed 21.56 knots. Guns: 10 12-inch 45 caliber; 4 5-inch 51 caliber; 2 3-inch 2 21-inch.

"Le Roi S'Amuse." King George, with Admiral Sims, the Prince of Wales and Admiral Sir David Beatty visits Rear Admiral Rodman on the flagship, New York. There are various versions as to just what story Admiral Rodman told the King. Anyway it seems to have elicited laughter from all hands.

Underwood & Underwood

The giant dreadnaught, U. S. S. "New York," in a gale in the North Sea.

U. S. Navy Photo

International Film

Housekeeping on the Florida.

Firing 12 inch guns on U. S. S. "Arkansas." The "Arkansas" has 12 of these guns.

U. S. Navy Photo

A royal tribute to an honorable career. King George V visits the Sixth Battle Squadron. Just beyond the second officer in the foreground is Admiral Sir (later Lord) David Beatty, R. N. To the left of Admiral Captain C. H. Hughes. The British monarch is shaking hands with Chief Boatswain's Mate Schirm, U that he is serving his seventh enlistment.

Admiral Sims and his aides in London, July 4, 1918.

The British royal family watching the baseball game in London, July 4, 1918.

King George V pitched the first ball. "Arlie" Latham is on the left and Admiral Sims on the right.

The bleachers.

A "Ki-Yi" party aboard the U. S. S. "Florida."

Upper—A landing force aboard a battleship of Battle Squadron Six. Lower left—Working bridge on a battleship. Lower right—Bringing powder aboard.

International Film

The King and Queen of the Belgians visit the flagship "New York." In the foreground is Rear
tain C. F. Hughes is escorting the Queen.

U. S. S. "Texas." Commanded by Captain Victor Blue. Length 565 feet. Beam 95 feet 2½ inches. Mean draft 28 feet 6 inches. Normal displacement 27,000 tons. Horse-power (main engine) 28,373. Trial Speed 21.05 knots. Guns: 10 14-inch, 45 caliber; 6 5-inch, 51 caliber; 2 3-inch, 50 caliber A. A. Torpedo tubes (submerged) 4 21-inch. Photo from U. S. Navy.

U. S. S. "Wyoming," commanded by Captain H. A. Wiley, afterward Captain H. H. Christy. Length 554 feet. Beam 93 feet, 2½ inches. Mean draft 28 feet, 6 inches. Normal displacement 26,000 tons. Horse-power (main engine) 31,437. Trial speed 21.22 knots. Guns: 12 12-inch, 50 caliber; 6 5-inch 51 caliber; 4 3-inch 50 caliber A. A. Torpedo tubes (submerged) 2 21-inch. Photo from U. S. Navy.

U. S. S. "Florida," commanded by Captain Thomas Washington, afterward Captain M. M. Taylor. Length 510 feet. Beam 88 feet 2½ inches. Draft 28 feet, 6 inches. Normal displacement 21,825 tons. Horse-power (main engine) 40,511. Trial speed 22.08 knots. Guns: 10 12-inch, 45 caliber; 6 5-inch, 51 caliber; 2 3-inch, 50 caliber A. A. Torpedo tubes (submerged) 2 21-inch. Photo from U. S. Navy. International Film

U. S. S. "Arkansas." Commanded by Captain W. H. G. Bullard, afterward Captain L. R. de Stiguer. The "Arkansas" relieved the "Delaware" July 30, 1918. Length 554 feet. Beam 93 feet 2½ inches. Mean draft 28 feet 6 inches. Normal displacement 26,000 tons. Horse-power (main engine) 28,533. Trial speed 21.05 knots. Guns: 12 12-inch, 50 caliber; 6 5-inch, 51 caliber; 2 3-inch, 50 caliber A. A. Torpedo tubes (submerged) 2 21-inch.

The Sixth Battle Squadron in column. Leading is the U. S. S. "New York," which was commanded by Captain
Length 565 feet. Beam 95 feet, 2½ inches. Mean draft 28 feet, 6 inches. Normal displacement 27,000 tons
speed 21.47 knots. Guns: 10 14-inch, 45 caliber; 6 5-inch, 51 caliber; 2 3-inch, 50 caliber A. A. Torpedo t

U. S. Navy Photo

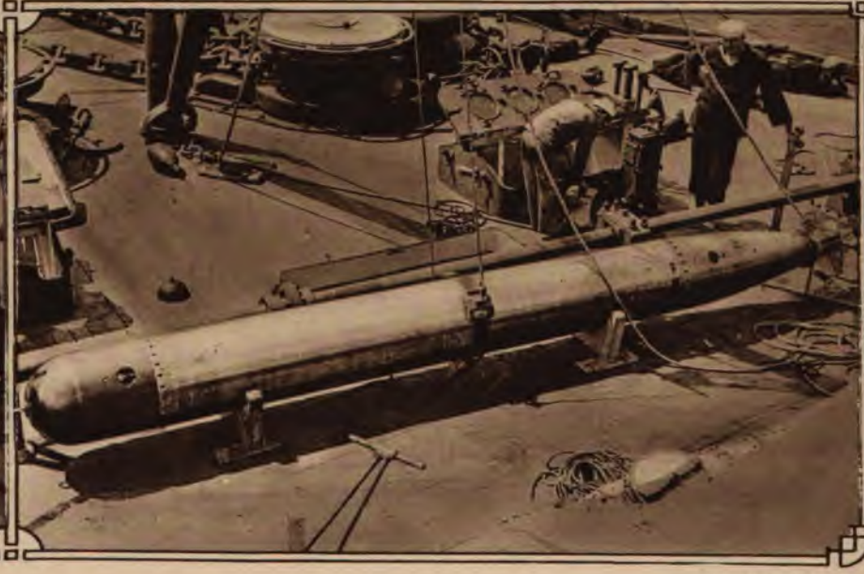
Five-inch guns below deck on a man-o'-war.

International Film

"Soldiers of the Sea" aboard the U. S. S. "Oklahoma."

Signal division, U. S. S. "Utah," Bantry Bay, Ireland. "Buck" Taylor, Chief Quartermaster. American sailors with the British were required to learn the latter's signal code. They did it in four days.

U. S. Navy Photo



International Film

A 21-inch torpedo.

Interior view of a hospital ship.

U. S. S. "Utah," commanded by Captain F. B. Bassett. Length 510 feet. Beam 88 feet, 2½ inches. Mean draft 28 feet, 6 inches. Normal displacement 21,825 tons. Horse-power (main engine) 27,026. Trial speed 21.04 knots. Guns: 10 12-inch 45 caliber; 6 5-inch 51 caliber; 2 3-inch 50 caliber A. A. Torpedo tubes (submerged) 2 21-inch.

U. S. S. "Oklahoma," commanded by Captain M. L. Bristol, afterward Captain C. B. McVay. Length 575 feet. Beam 95 feet, 2½ inches. Mean draft 28 feet 6 inches. Normal displacement 27,500 tons. Horse-power (main engine) 21,703. Trial speed 20.58 knots. Guns: 10 14-inch 45 caliber; 12 5-inch 51 caliber; 2 3-inch 50 caliber A. A. Torpedo tubes (submerged) 2 21-inch.

International Film

BALKING THE RAIDERS

"By June and July 1918, our troops were crossing the Atlantic in enormous numbers, about 300,000 a month, and were accomplishing most decisive results upon the battlefield," says Admiral Sims. "A successful attack upon a convoy, involving the sinking of one or more transports, would have had no important effect upon the war but it would probably have improved German morale and possibly have injured that of the Americans. There was practically only one way in which such an attack could be made; one or more German battle cruisers might slip out to sea and assaii one of our troop convoys. In order to prepare for such a possibility, the department sent three of our most powerful dreadnaughts to Berehaven, Ireland, the whole division being under command of Rear Admiral Thomas S. Rodgers. This part is located in Bantry Bay on the extreme southwestern coast. For several months our dreadnaughts waited here, momentarily awaiting the news that a German raider had escaped, ready to start to sea and give battle. But the expected did not happen. The fact that this powerful squadron was ready for the emergency is perhaps the reason why the Germans never attempted the adventure." The dreadnaughts under command of Rear Admiral Rodgers were the Nevada, the Oklahoma and the Utah. The photograph shows the Nevada.

International Film

Left—Rear Admiral Albert P. Niblack, who commanded the American forces at Gibraltar from November 25, 1917, until the end of the war. Under him were forty-one ships and a personnel which averaged 314 officers and 4,660 men. In something more than a year, in co-operation with the British, the Americans at Gibraltar escorted 562 convoys comprising a total of 10,478 ships. Right—"The Rock." Within it are galleries whose portholes are visible. "The Rock," during the war, and *previously, was infested with* apes, more or less privileged. Does Admiral Niblack remember the time when some of the simians burglarized his quarters, spilled indelible *red ink over his papers and then proceeded to* dance on the "whites" that had been laid out on the bed?

Manning a 5-inch gun on the U. S. S. "Nahma."

Ten miles out of Gibraltar.

U. S. S. "Birmingham," flagship of Rear Admiral Niblack.

The inclosed harbor of Gibraltar.

Ensign Williams buried at sea with military honors.

U. S. S. "Castine" vs. U. S. S. "Dale." A baseball game at Gibraltar.

U. S. Naval Hospital at Gibraltar.

Funeral during the influenza epidemic at Gibraltar.

The U. S. S. "Lydonia." The "Lydonia" before the war was a yacht owned by the late William A. Lydon, president Chicago. She was converted and sent to the Mediterranean. In co-operation with H. M. S. "Basilisk," she destroye a convoy. Her commanding officer, Lieutenant Commander R. P. McCullough, U. S. N., was recommended by the service chevrons proudly displayed on the funnel of U. S. S. "Sacramento" which, during the war, convoyed 487 merch due to the fact that the ship's engines broke down causing her to lose the convoy. 3—Bandsmen of U. S. Naval Ba work?" 4—American Jackies at Tangier.

Guns of the U. S. S. "Pennsylvania," flagship of the Atlantic Fleet, Admiral Henry T. Mayo, Commander in Chief. The armament of the "Pennsylvania" consists of 12 14-inch, 45 caliber; 14 5-inch, 51 caliber; and 4 3-inch, 50 caliber guns and 2 21-inch torpedo tubes.

U. S. Navy Photo

International Film

Members of the Yale aviation unit hoisting motor into seaplane at Huntington Beach, L. I.

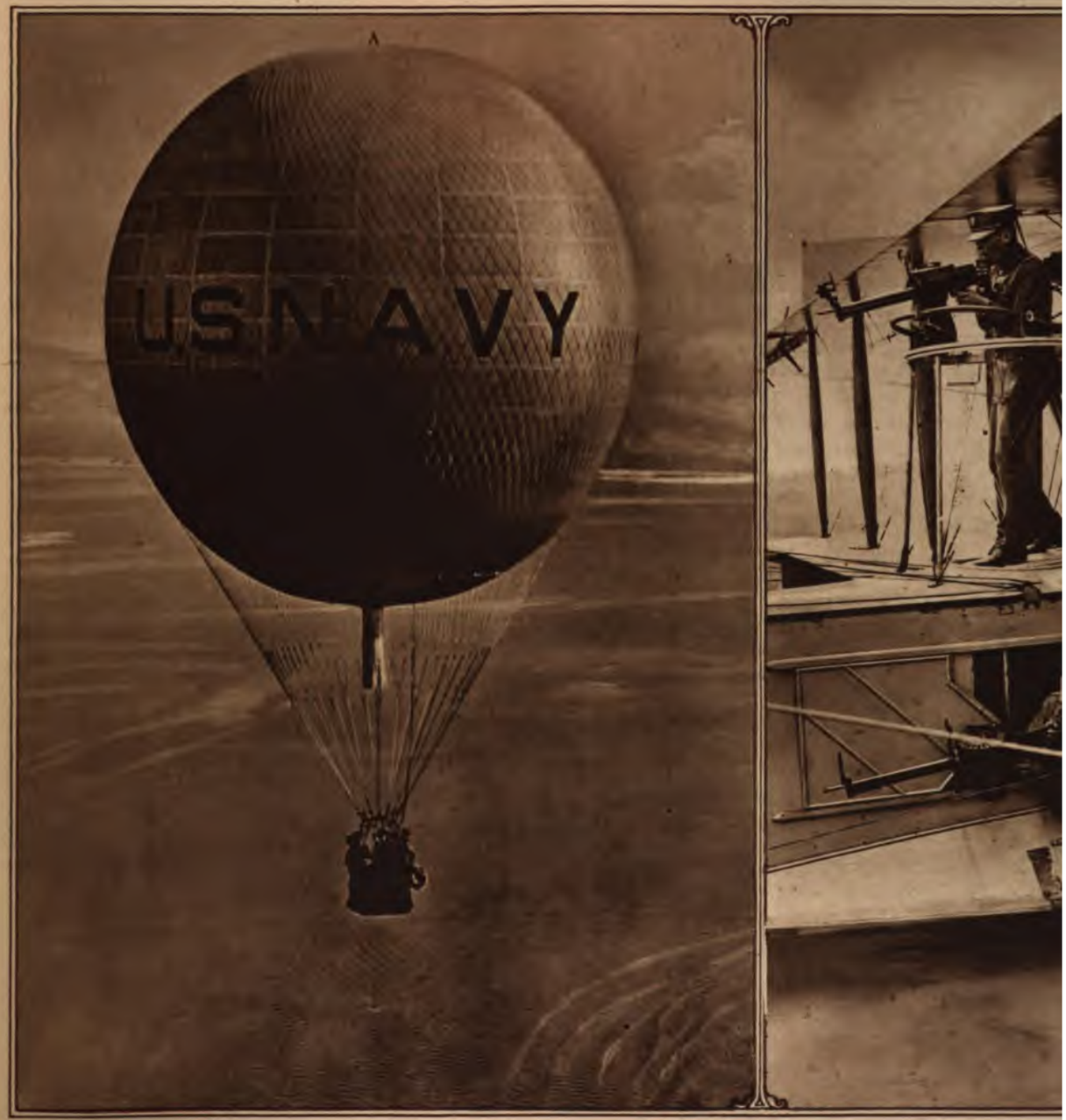
"SEND FOR THE YALE GANG!"

"IN describing our sub-chasers I have already paid tribute to the splendid qualities of reserve officers; and our indebtedness to this type of citizen was equally great in the aviation service. I can pay no finer tribute to American youth than to say that the great aircraft force which was ultimately assembled in Europe had its beginnings in a small group of undergraduates at Yale University. In recommending Mr. Trubee Davison for a Distinguished Service Medal, the commander of our aviation forces wrote: 'This officer was responsible for the organization for the first Yale aviation unit of twenty-nine aviators who were later enrolled in the Naval Reserve Flying Corps. This group of aviators formed the nucleus of the first Naval Reserve Flying Corps, and, in fact, may be considered as the nucleus from which the United States Aviation Forces, Foreign Service, later grew.' This group of college boys acted entirely on their own initiative. While the United States was still at peace, encouraged only by their own parents and a few friends, they took up the study of aviation. It was their conviction that the United States would certainly get into the war, and they selected this branch as the one in which they could render greatest service to their country. These young men worked all through the summer of 1916 at Port Washington, Long Island, learning how to fly; at this time they were an entirely unofficial body, paying their own expenses. Ultimately the unit comprised about twenty men; they kept constantly at work, even after college opened up in the fall of 1916, and when war broke out they were prepared —for they had actually learned to fly. When the submarine scares disturbed the Atlantic seaboard in the early months of the war these Yale undergraduates were sent by the department scouting over Long Island Sound and other places looking for the imaginary Germans. In February, 1917, Secretary Daniels recognized their work by making Davison a member of the Committee on Aeronautics; in March practically every member of the unit was enrolled in the aviation service; and their names appear among the first one hundred aviators enrolled in the Navy—a list that ultimately included several thousand. So proficient had these undergraduates become that they were used as a nucleus to train our aircraft forces; they were impressed as instructors at Buffalo, Bayshore, Hampton Roads, the Massachusetts Institute of Technology, Key West and Moorhead City. They began to go abroad in the summer of 1917, and they were employed as instructors in schools in France and England. These young men not only rendered great material service, but they manifested an enthusiasm, an earnestness, and a tireless vigilance which exerted a wonderful influence in strengthening the morale of the whole aviation department. 'I knew that whenever we had a member of that Yale unit,' says Lieutenant-Commander Edwards, who was aide for aviation at the London headquarters in the latter part of the war, 'everything was all right. Whenever the French and English asked us to send a couple of our crack men to reinforce a squadron, I would say, "Let's get some of the Yale gang." We never made a mistake when we did this.'" *Rear Admiral Sims in "The Victory at Sea."*

General view of the Yale unit's aviation station at Huntington Beach, L. I.

International Film

HS-1-L final assembly floor at the North Elmwood Plant of the Curtiss Aeroplane and Motor Co



U. S. Navy Photo

A free balloon on a practice flight.

Lewis gu

Naval airman, equipped with parachute, dropping to earth from an observation balloon hi

Navy observation balloon at Pensacola, Fla. In the middle ground of the picture is Ford Eagle boat No. 43. In the last days of 1917 Henry Ford of Detroit agreed to undertake the construction of anti-submarine patrol boats and to place the whole energy of his enormous force and organization behind the work. The first Eagle was completed and given a successful trial on Lake Huron, Oct. 10, 1918. The second Eagle was placed in commission Nov. 8, 1918, and the third a few days later. Sixty boats were made for the Navy, of which five were transferred to the Treasury Department for Coast Guard duty. The length of these boats between perpendiculars is 200 feet. The width of beam on load water line is 25 feet 6 inches. The mean draft is 7 feet 3 inches and normal displacement is 500 tons. The type of engine *is the Poole geared turbine.* There are 2 Bureau express oil burning boilers. The trial speed of Eagle No. 1 was 18.32 knots. The mess complement is: 5 ward room *officers, 4 chief petty officers and 52 men.*

U. S. Navy Photo

HS-16 planes in practice flight near Pensacola, Florida.

U. S. Navy dirigibles. Every soldier who sailed to France will recall the thrill he got when, on approaching the coast, one or more of these fast flying "blimps" sailed out and escorted his transport to harbor. The "blimps" searched the coastal waters for U-boats lurking beneath the surface.

U. S. Navy Photo

Land type plane, used for "spotting," on turret of U. S. S. Texas.

U. S. Navy Photo

Sopwith "spotting" plane being hoisted to deck of U. S. S. Oklahoma.

U. S. Navy Photo

Instruction in plane erection at U. S. Naval Air Station, Pensacola.

HS-1-L flying boat on

U. S. Navy Photo

Mathematics room, U. S. Naval Air Station, Pensacola, Fla.

Training in wing co
Pensacola, Florida.

U. S. Navy Photo

Fabric shop, U. S. Naval Air Station, Pensacola, Fla.

Aviation mechanics receiving instruction in tipping and balancing propellers. U. S. Naval Air Station, Pensacola, Fla

U. S. Navy Photo

Plane erection, U. S. Naval Air Station, Pensacola, Fla.

Motor instruction, U. S. Naval Air Station, Pensacola, Fla.

"At the cessation of hostilities we had a total of more than 500 planes of various descriptions actually in commission, a large number of which were in actual operation over the North Sea, the Irish Sea, the Bay of Biscay and the Adriatic; our bombing planes were making frequent flights over enemy submarine bases and 2,500 officers and 22,000 enlisted men were making raids, doing patrols, bombing submarines, bombing enemy bases, taking photographs, making reconnaissance over enemy waters and engaging enemy aircraft. There can be no doubt that this great force was a factor in persuading the enemy to acknowledge defeat when he did." Rear Admiral Sims. 1. Assembling HS 1 and HS 2 seaplanes at the naval air station, Brest, Nov. 2, 1918. 2. Pulling an HS 1 type of seaplane up the ramp after being out on a four hour patrol. U. S. Naval Air Station. L'Abes Vrach, Finistere, Oct. 28, 1918.

"A few simple comparisons will illustrate the gigantic task which confronted us and the difficulties which were successfully overcome in the establishment of our naval aviation force on foreign service. If all the buildings constructed and used for barracks for officers and men were joined end to end, they would stretch for a distance of twelve miles. The total cubic contents of all structures erected and used could be represented by a box 245 feet wide, 300 feet long and 1500 feet high" *Rear Admiral Sims.* 1—View of hangars and seaplanes at U. S. Naval Air Station, L'Aber Vrach, Oct. 28, 1918. 2—View of Ile Vierge, with lighthouse, which was the landmark for U. S. naval air station at L'Aber Vrach. Oct. 28, 1918.

A group of men of the Naval Aeronautical Expedition which was landed in France during the first week of June, 1917. This expedition was the first United States regular force of any kind to be landed in France for service against the enemy. U. S. Navy Photo

Captain David C. Hanrahan, U. S. N., and officers of the Northern Bombing Squadron.

Lt. Com. William M. Corry, Jr., Commanding Officer, U. S. Naval Air Station, Brest, and other officers, September 30, 1918.

One of the many methods of fighting U-boats—dropping depth bombs from navy plane.

Navy hydroplane equipped with Davis non-recoil gun. In this gun the recoil force of the forward barrel is counterbalanced by that of a rear barrel from which a dummy charge is fired simultaneously with the projectile.

Effect of explosion of depth charge dropped into the sea from a plane.

A submarine skimming along the surface, as seen from a height of 850 feet.

LT. DAVID SINTON INGALLS, ACE OF ACES

THE long flights along the British, French and Italian coasts, the patrols far out to sea, the combats with enemy aircraft and submarines form one of the most brilliant chapters of the war. A volume would be required to relate them all. I tell here only the story of the first naval ace, who may represent the courage, daring and efficiency of our aviators who wrote a new page in naval history.

The first naval "ace," Lieut. David S. Ingalls, was attached to the northern bombing group in Flanders. While aircraft were arriving from the United States to equip this group, Ingalls was assigned to Royal Air Force Squadron No. 213, with whom we co-operated in bombing the German submarine bases.

Ingalls began his spectacular performances on the 11th of August, 1918, when in company with a British officer he shot down a two-seater machine in a running fight over the German lines. Zipping through the upper air at 120 miles an hour, by the skillful maneuvering of their planes the allied fliers were able to get in several bursts from their Lewis gun on the tail of the Germans, whose machine crumpled up, burst into flame and fell to earth. Ingalls' machine did not escape without its share of punctures, but luckily nothing was damaged which interfered with the functioning of the motors and the wings held until the return to the squadron airdrome.

SWOOPED DOWN ON AIRDROME

On the night of Aug. 13, 1918, Ingalls flew over the German airdrome at Varsenaere, and dropping to a point where his plane nearly touched the ground, sprayed 450 rounds from his machine gun into the wondering Teutons, who were making desperate efforts to get him with their "archies." Swinging in a wide circle, he again swooped down on the hangars and let loose four bombs in the midst of things, putting out searchlights, scattering Germans and mussing things up generally.

On Sept. 15 he repeated at the German airdrome at Uytkerke the stunt he worked at Varsenaere. Flying low, he rushed out of the clouds upon the German hangars and fired 400 rounds from his "Lewis" into the light canvas structures, and with the upward swing of his plane he cut free four bombs upon the Fokkers grouped on the field below.

BROUGHT DOWN RUMPLER AT OSTEND

On the raid Ingalls was the leader of a formation of five in a wing of twenty Camels, and on the return from Uytkerke, he sighted an enemy two-seated Rumpler going west from Ostend at an altitude of 6,000 feet. Ingalls and Lieut. H. C. Smith of the British air force turned out of formation, swung in over the shore and attacked. The Rumpler turned and dived toward Ostend, the Camels following. Firing 400 rounds from ranges of fifty to 200 yards they chased the enemy plane down to about 500 feet just off the Ostend piers, when the Rumpler went down out of control, burst into flames, and crashed just off the beach.

On the 18th of September Ingalls made one of the most spectacular flights on record. In company with two English pilots in Sopwith Camels, he sighted a kite balloon at about 3,500 feet elevation near La Barriere. Crossing the coast line the Camels attacked, firing about ninety Buckingham tracers each.

GERMAN STATION BURNED

The Germans began to reel in the kite, the Camels following it down to about 500 feet altitude, when two observers were seen to jump with white parachutes. Ingalls gave the balloon another spraying with tracer bullets and it burst into flames.

Three balloon hangars were observed at this station, and as the flaming balloon fell it landed on one of these hangars, which in an instant was ablaze. There was an explosion and the fire spread to the two remaining hangars, destroying the entire station, while the flames were visible as far as Nieuport. All the Camels were badly damaged by machine gun and anti-aircraft fire, but they reached their base in safety.

On Sept. 22, Ingalls, who, in company with four other Camels, flew all over Flanders, committing depredations on German hangars and ammunition trains, dropped four bombs on the German ammunitions dump at Handezeame, and blew up a number of wagons loaded with shells. Later he flew over the ammunition dump at Wercken and landed four bombs on a large hut filled with explosives setting it on fire. Swinging around over the railway station at Thourout, where the Germans had an enormous supply dump, he made two accurate hits. On the way back, being the fourth trip for the day, Ingalls dropped four more bombs on a horse transport, and he and his companions got in enough good bursts from their machine guns to account for some twenty-five Germans and thirty-five horses. It was work of this kind that won for Ingalls his British distinguished flying cross.

During a test flight on Sept. 24, Ingalls, in company with another Camel, sighted a two-seated Rumpler over Nieuport. Both Camels attacked, following the Rumpler very close, Ingalls and his mate getting in two bursts of 200 rounds at 100 yards range. Driving the enemy to a tailspin, Ingalls followed him down to 600 feet, when the Rumpler burst into flames and quickly crashed. *Josephus Daniels former Secretary of the Navy.*

Upper left: "Peerless Pilot," a feathered hero of the war. The bird was used at the U. S. Naval
year of the war he delivered 196 messages from the sea. Lower left: Liberating a pigeon. Righ
servers.

U. S. Naval Air Station at Brest, France. The Naval Air Station at Brest was located in the western extremity of the French Navy Yard at that port. "Brest Roads were patrolled by planes from this station and the sectors north and south were linked up with the Brest patrol system in a manner to protect the tremendous amount of shipping, going in and out of the harbor. There was also maintained at Brest a kite balloon station in connection with destroyer patrols off the adjacent coast. The main headquarters at Brest was the Aviation Section of Admiral Wilson's naval headquarters and was commanded by Capt. T. T. Craven, U. S. N., Aide for Aviation on Admiral Wilson's Staff." *Lt. Clifford A. Tinker, U. S. N. R. F.*

U. S. Navy Photo

U. S. Naval Air Station at Arcachon. "About half way between the mouth of the Gironde River and the Spanish border on the Bassin d' Arcachon were located the sea-plane station of Arcachon and the lighter than air station at Goyan. These stations covered the area from the Gironde to the Spanish city of San Sebastian on the Gulf of Gascony. In this area German submarines were believed to be supplied by Spanish vessels and even to have been given shelter in Spanish ports. American patrols swept this area and materially reduced U-boat activities in these waters." *Lt. Clifford A. Tinker, U. S. N. R. F.*

U. S. Navy Photo

At Pauillac, half way up the Gironde to Bordeaux, was located the great assembly and repair base for aviation in Europe, supplying not only the French Unit, but all the other units with seaplanes, airplanes, motors, and general supplies. In addition, Pauillac was a receiving ship for aviation and general Navy personnel who were held in the great barracks at the station and shipped out in detachments as the air stations were put into commission. Pauillac was the port from which Lafayette sailed for America to aid the colonists in their struggle against Great Britain

U. S. Navy Photo

Upper: U. S. Naval Air Station at Fromentine. "Fromentine was south of the mouth of the Loire. It was an important naval air station, covering, as it did, that section of the patrol area off St. Nazaire between Ile d'Yeu and the mainland. Thousands of miles of flight were covered by seaplanes from this station, which did much to discourage the U-boat activities in the congested waters in the vicinity of St. Nazaire." Lower: "Ile Tudy. On the southern end of Finistere near the point of Penmarch was located the naval air station at Ile Tudy. This sector was a favorite lurking place of submarines and Ile Tudy is credited with more sinkings of U-boats than any other station we maintained abroad. The French official figures place Ile Tudy as having sunk four enemy submarines, one of which was the famous Penmarch Pete." *Lt. Clifford A. Tinker, U. S. N. R. F.*

U. S. Navy Photo

MOUTCHIC. "At Moutchic, on the north shore of Lake Lacanau, was located the naval aviation training school where instruction was carried on in aerial gunnery, navigation, aerial photography, ordnance, bomb dropping and intelligence work. Pilots trained in the United States were sent here for finishing a course in the art of aerial warfare as developed in Europe under actual war conditions." *Lt. Clifford A. Tinker, U. S. N. R. F*

U. S. Navy Photo

Upper: Ponta Delgada harbor, U. S. Naval Base No. 13, Azores. Lower: First Marine Aeronautic Company, U. S. Naval Base, Azores. On Nov. 11, 1918, the Marines at this base operated eighteen R-6 and N-9 seaplanes and HS-2-L and HS-1-L flying boats. U. S. Navy Photo

City of Vladivostok, Siberia, base of operations for U. S. Army and Navy. Transports Crook and Thomas at dock.

Rear Admiral W. L. Rodgers and staff officers of the U. S. S. Brooklyn, flagship of the Asiatic Fleet. Left to right: Lieut. Commander T. J. Bright, paymaster; Commander J. E. Gill, surgeon; Capt. Adelbert Althouse, chief of staff; Rear Admiral W. L. Rodgers; Lieut. Col. E. T. Fryer, Marine Corps; Lieut. Commander Carl F. Smith, flag lieutenant; Lieut. (Junior Grade) F. V. Martinek, communication; Lieut. H. C. Davis, fleet radio officer. Vladivostok, Siberia, Jan. 4, 1919.

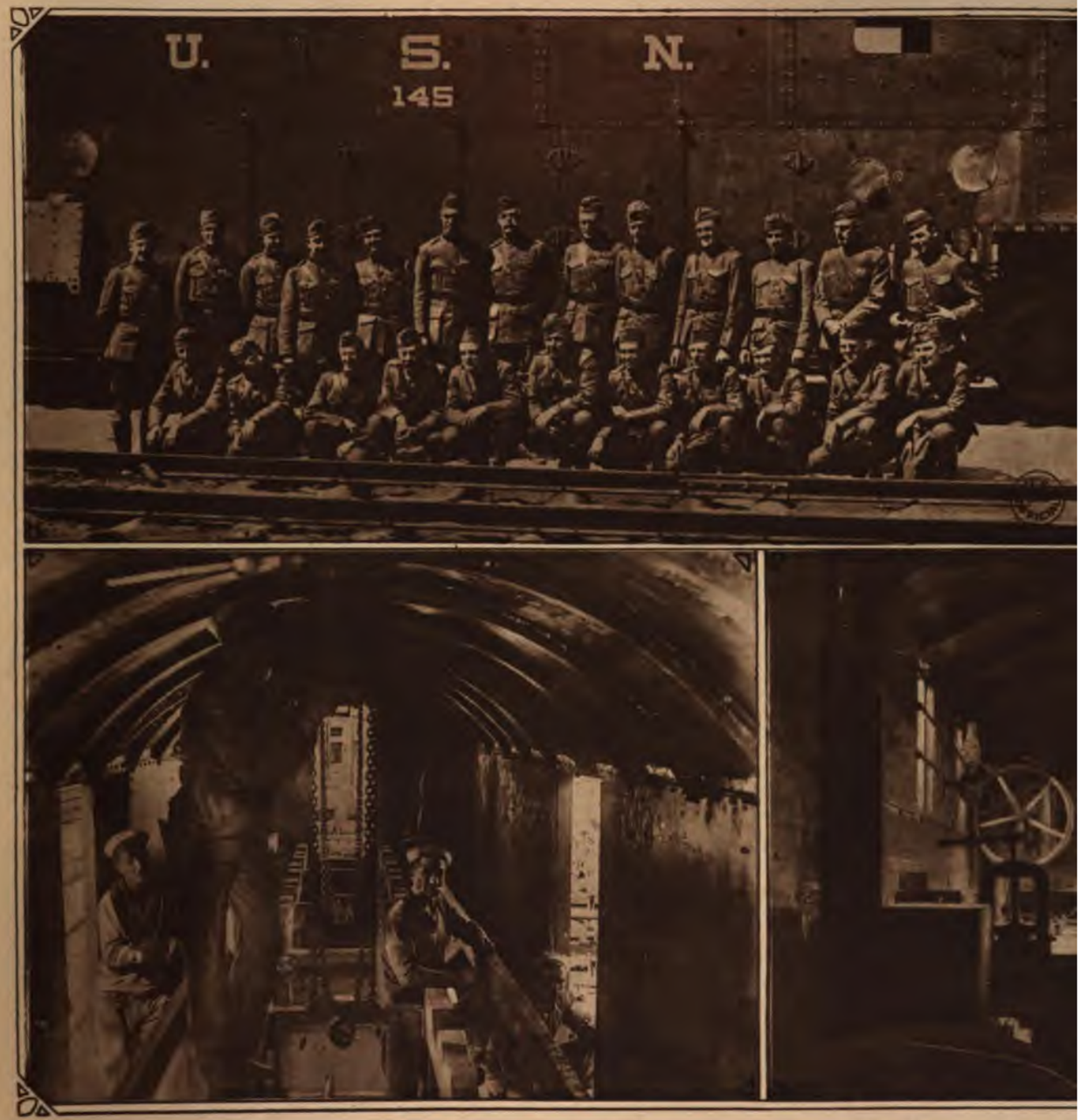
U. S. A. T. Warren arrives in Vladivostok after a stormy voyage *Jan. 23, 1919.*

U. S. S. Brooklyn, flagship of the Asiatic fleet going into position near H. M. S. Suffolk, Vladivostok Harbor.

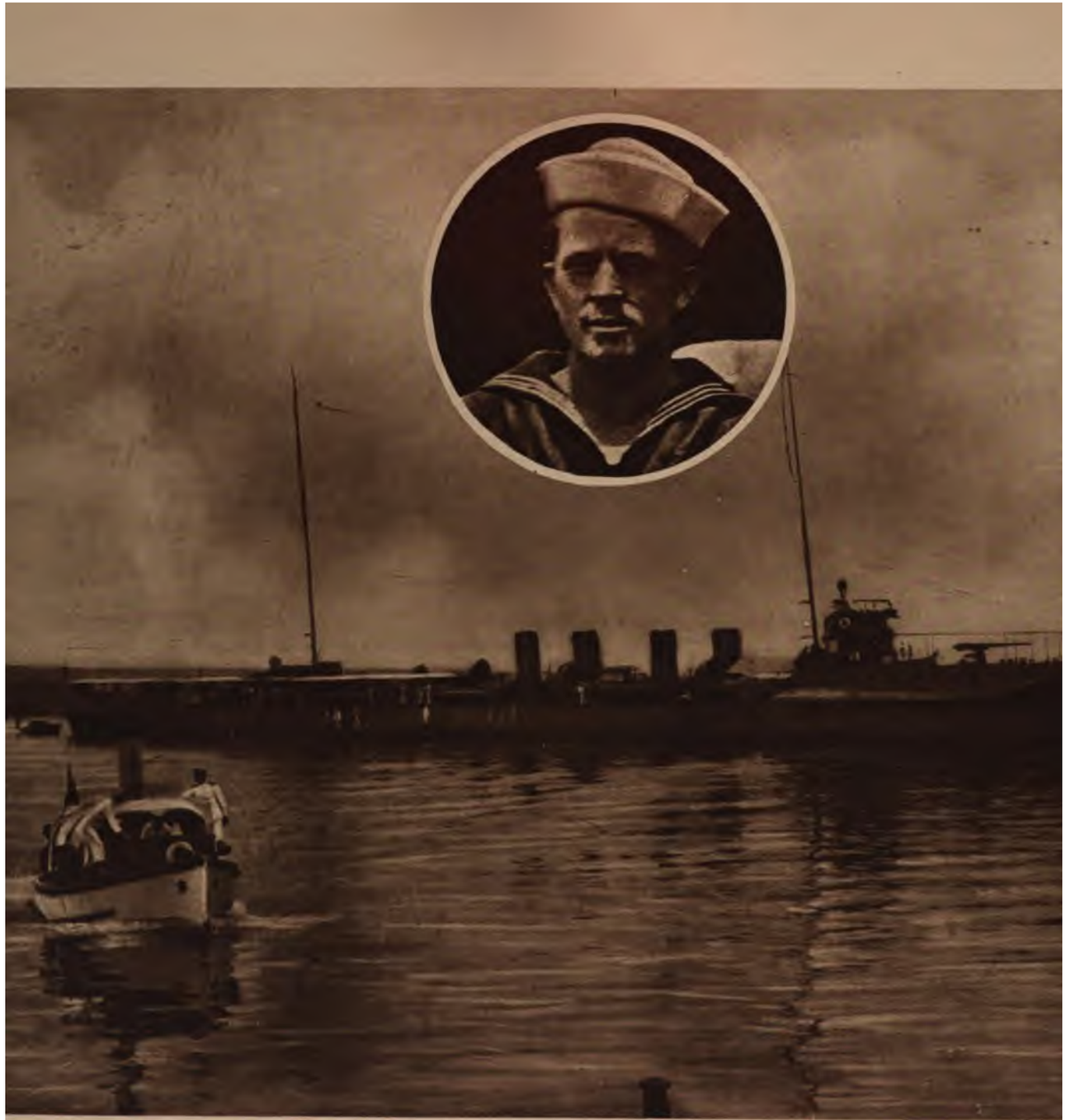
SILENCING THE BIG BERTHA. Five naval 14-inch guns on railway mounts constructed by the Baldwin Locomotive Works were landed in St. Nazaire in July, 1918. They were under the command of Rear-Admiral C. P. Plunkett, U. S. N. Their main mission, says Admiral Sims, was to destroy the "Big Bertha" which was raining shells on Paris and to attack strong points, especially railroad communications, and the bridges across the Rhine. Admiral Sims adds: "Expertly as this unusual train had been camouflaged, the German airplane observers had detected its approach. As it neared the objective, the shells that had been falling on Paris, ceased; before the Americans could get to work the Germans had removed their mighty weapon, leaving nothing but an emplacement as a target for our shells. Though our men were therefore deprived of the privilege of destroying this famous long range rifle, it is apparent that their arrival saved Paris from further bombardment, for nothing was heard of the gun for the rest of the war." Up to the Armistice the guns fired 782 shells at distances ranging from 18 to 23 miles. They played havoc in the railroad yards at Laon, Montmedy and Conflans. Inset: Rear Admiral C. P. Plunkett, U. S. N.

1—L. to R.: A. M. Sewell, Mr. Beckius, W. H. Leary, Samuel M. Vauclain, president of the Baldwin Locomotive Company; Rear Admiral Ralph Earle, G. A. Chadwick, designer; and Commander Diffenbach who witnessed test of Naval Railway Gun Mount at Dahlgren, Va. Rear Admiral Sims says, "The initiative in the design of these mobile railway batteries was taken by the Bureau of Ordnance of the Navy Department, under Rear Admiral Ralph Earle, and the details of the design were worked out by the officers of that bureau and Admiral Plunkett. The actual construction of the great gun mounts on the cars from which the guns were to be fired, and of the specially designed cars of the supply trains for each gun, was an engineering feat which reflects great credit upon the Baldwin Locomotive Works and particularly upon its president, Mr. Samuel M. Vauclain, who undertook the task with the greatest enthusiasm. "2—Shops at St. Nazaire where naval guns were mounted.

3—Swinging a 14-inch, 50 caliber rifle for United States Naval Railway Battery into position to be placed on girder and taken to the shops, St. Nazaire, France. August 1, 1918. 4—United States Naval Railway Battery leaving yards for the front. St. Nazaire, France. August 1, 1918.



1—Officers of United States Naval Railway Battery Number 1 at St. Nazaire, France, August 1, 1918. More than 20,0
volunteered for this service. 2—Lt. Com. J. W. Bunkley, U. S. N., Second in Command, U. S. Naval Railway Battery
of the Ammunition car, U. S. Naval Railway Battery, Number 1. 4—Interior of the tool and repair car, U. S. Naval R



rdinary heroism was shown by gunner's mate (1st cl.) Osmond K. Ingram when the U. S. destroyer "Cassin," Lt. Com. W. N. Vernou, was torpedoed Oct. 15, 1917, coast of Ireland. Realizing that the oncoming torpedo was about to strike that part of the ship where the depth charges were stored and that the setting off of these ex ran aft to strip the charges and throw them overboard. He was blown to pieces when the torpedo struck. Thus Ingram sacrificed his life in performing a duty wh and the lives of the officers and men on board. Ingram was the only man lost. About 35 feet of the stern was blown off or completely ruptured. About half an ubmarine appeared 1,500 yards distant. The "Cassin" opened fire with No. 2 gun, firing four rounds. The undersea boat submerged, two shots having come close. troyer into Queenstown on the morning of the 16th. Twenty-two enlisted men of the destroyer's personnel were mentioned by name as conspicuous for their coolnes Secretary of the Navy named a destroyer in Ingram's honor. Inset: Gunner's mate Osmond K. Ingram.

Officers of U. S. S. "Cassin." L. to R.: Lt. R. M. Parkinson, Lt. J. W. McClaren, Lt. L. R. Agrell, Lt. Com. W. N. Vernou, Lt. J. A. Saund
the Secretary of the Navy commended the conduct of Lt. Com. Vernou and the other officers and men of the "Cassin" on the occasion of the a
15, 1917. "The manner in which the 'Cassin' kept under way with her steering gear disabled and practically at the mercy of the submarine a
the surface an hour later, was well worthy of the best traditions of the naval service," wrote the Secretary. In his official report the commanding
of Lt. J. W. McClaren and Lt. J. A. Saunders who inspected magazines and spaces below decks and superintended shoring of bulkheads and rest
in getting an improvised radio set into commission. W. J. Murphy, chief electrician and F. R. Fisher, chief machinist's mate were commended f

Sixty-seven lives were lost when the U. S. A. T. Antilles was torpedoed on Oct. 17, 1917, two days out from Quiberon Bay, France. The vessel sank in four and one-half minutes. "The behavior of the naval personnel throughout was equal to the best traditions of the service," reported Commander Daniel T. Ghent, U. S. N., senior naval officer on board. "The two forward guns' crews, in charge of Lt. Tisdale, remained at their gun stations while the ship went down and made no move to leave their stations until ordered to save themselves. Radio Electrician Ausburne went down with the ship while at his station in the radio room. Radio Electrician Watson, who had reported on the bridge for instructions, remained with me and was lost when the ship sank. . . . One member of the guns' crews was rescued from the top of an ammunition box which by some means had floated clear and in an upright position. When this young man saw the Corsair standing down to pick him up he semaphored not to come too close as the box on which he was sitting contained live ammunition."

International Film

HOOVER WAR COLLECTION

The U. S. Army Chartered Transport Finland, on her third return voyage to the United States, was torpedoed 150 miles off the coast of France, Oct. 28, 1917. Eight men lost their lives. The damage to the ship was confined to one compartment and, under her own steam, she made her way back to France at 15 knots. Capt. Stephen V. Graham, U. S. N., the senior naval officer on board, writes: "Cadet Officer David McLaren was the youngest officer on board—just 18 years old. After I had ordered the lowering of the boats this lad, who was in charge of one of them and who would have been entirely justified in leaving the ship which he believed to be sinking, returned to the bridge and reported to me that his boat was lowered and clear of the ship and asked if he could be of any service. He remained on the bridge rendering valuable assistance and displaying nerve and resourcefulness worthy of the best traditions of the sea. One naval lad was down in the living compartment cleaning up when the ship was struck. Some one in one of the boats hanging at the davits seeing him hurrying along the promenade deck asked him which boat he belonged to: He replied, 'Boat No. 4.' He replied, 'This is No. 4; jump in. And the youngster answered, 'Oh, no, I have to go to my gun.' And he did."

International Film

A chance shot from the U-53 (Capt. Hans Rose) at a distance of two miles torpedoed the destroyer, Jacob Jones, Lt. Com. David W. Bagley commanding. The action took place Dec. 6, 1917, while the ship was returning to Queenstown from escort duty off Brest. The boat sank in eight minutes. Out of a total of 7 officers and 103 men on board at the time of the torpedoing, 2 officers and 64 men died in the performance of duty. Lieut. (J. G.) L. F. Kalk was among those who went down with the ship. During the early part of the evening, while already in a weakened condition, he swam from one raft to another in an effort to equalize weight on the rafts. The men who were on the last raft with him said, "He was game to the end." During the night Boatswain's Mate C. Charlesworth (1st col.) removed parts of his own clothing to try to keep alive men more thinly clad than himself. "The behavior of officers and men under the exceptionally hard conditions was worthy of the highest praise," was the report of Lt. Com. Bagley. Rear-Admiral Sims writes: "The survivors of the Jacob Jones naturally had no means of communication since the wireless had gone down with their ship; and now Rose, at considerable risk to himself, sent out an S. O. S. call, giving the latitude and longitude, and informing Queenstown that the men were floating around in open boats and rafts." *Inset: Lt. Com. D. W. Bagley.*

International Film

A MYSTERY OF THE SEA—There has been no more baffling mystery in the annals of the Navy than the disappearance in March, 1918, of the U. S. S. Cyclops, navy collier, of 19,000 tons displacement, with all on board. Loaded with a cargo of manganese, with 57 passengers, 20 officers, and a crew of 213 aboard, the collier was due in port on March 13. On March 4 the Cyclops reported at Barbados, British West Indies, where she put in for bunker coal. After her departure from that port there was never a trace of the vessel, and long-continued and vigilant search of the entire region proved utterly futile, not a vestige of wreckage having been discovered. No reasonable explanation of the strange disappearance can be given. It is known that one of her two engines was damaged and that she was proceeding at reduced speed, but even if the other engine had become disabled it would have not had any effect on her ability to communicate by radio. Many theories have been advanced, but none that seems to account satisfactorily for the ship's complete vanishment. After months of search and waiting the Cyclops was finally given up as lost and her name stricken from the registry.

International Film

A salvo of three torpedoes fired at 800 yards sank the U. S. A. T. "President Lincoln" May 31, 1918, while she was returning to America from a voyage to France. Of 715 persons on board 3 officers and 23 men were lost with the ship. After the vessel went down a large German submarine emerged and came among the lifeboats and rafts seeking the commanding officer and some of the senior officers whom it was desired to make prisoners. One officer only, Lieutenant E. V. M. Isaacs, was identified. He was carried away. Before midnight the destroyers Warrington and Smith arrived on the scene and the work of rescue was begun. About 6 a. m. on the following day the return trip to France was begun. Dr. L. C. Whiteside and Paymaster J. D. Johnston, *who saw to* it that the men in their charge left the ship, remained too long and were lost. "The conduct of the men during this time of grave danger was thrilling and inspiring," reported the *commanding officer, Commander P. W. Foote,* "as a large percentage of them were young boys who had only been in the navy for a period of a few months. This is another example of the innate *courage and bravery of the young manhood of America."* *The photograph* shows the "President Lincoln" at Brest 6 days before she was hit. Inset: Commander P. W. Foote.

Survivors of "President Lincoln" on board "Warrington" June 1, 1918.

"The boats and rafts had being about 500 men in th

Army officers who survived wreck of "President Lincoln." L. R.: Capt. D. E. Hannan, Lt. Col., W. H. Clopton Jr., Lt. W. W. Butts.

U. S. S. "Warrington, taking on oil from U. S. S

OFFICER'S THRILLING ESCAPE

[Condensed from report of Lt. E. V. M. Isaacs]

The President Lincoln went down about 9.30 in the morning, 30 minutes after being struck by three torpedoes. In obedience to orders I abandoned ship after seeing all hands aft safely off the vessel. The boats had pulled away, but I stepped on a raft floating alongside, the quarter deck being then awash. A few minutes later one of the boats picked me up. The submarine, the U-90, then returned and the commanding officer, while searching for Capt. Foote of the President Lincoln, took me out of the boat. I told him my captain had gone down with the ship, whereupon he steamed away, taking me prisoner to Germany. We passed to the north of the Shetlands into the North Sea, the Skaggerak, the Cattegat, and the Sound into the Baltic. Proceeding to Kiel, we passed down the canal through Heligoland Bight to Wilhelmshaven.

On the way to the Shetlands we fell in with two American destroyers, the Smith and the Warrington, who dropped 22 depth bombs on us. We were submerged to a depth of 60 meters and weathered the storm, although five bombs were very close and shook us up considerably. The information I had been able to collect was, I considered, of enough importance to warrant my trying to escape. Accordingly in Danish waters I attempted to jump from the deck of the submarine but was caught and ordered below.

The German Navy authorities took me from Wilhelmshaven to Karlsruhe, where I was turned over to the army. Here I met officers of all the allied armies, and with them I attempted several escapes, all of which were unsuccessful. After three weeks at Karlsruhe I was sent to the American and Russian officers' camp at Villingen. On the way I attempted to escape from the train by jumping out of the window. With the train making about 40 miles an hour, I landed on the opposite railroad track and was so severely wounded by the fall that I could not get away from my guard. They followed me, firing continuously. When they recaptured me they struck me on the head and body with their guns until one broke his rifle. It snapped in two at the small of the stock as he struck me with the butt on the back of the head.

I was given two weeks solitary confinement for this attempt to escape, but continued trying, for I was determined to get my information back to the Navy. Finally, on the night of October 6, assisted by several American Army officers, I was able to effect an escape by short-circuiting all lighting circuits in the prison camp and cutting through barbed-wire fences surrounding the camp. This had to be done in the face of a heavy rifle fire from the guards. But it was difficult for them to see in the darkness, so I escaped unscathed. In company with an American officer in the French Army, I made my way for seven days and nights over mountains to the Rhine, which to the south of Baden forms the boundary between Germany and Switzerland. After a four-hour crawl on hands and knees I was able to elude the sentries along the Rhine. Plunging in, I made for the Swiss shore. After being carried several miles down the stream, being frequently submerged by the rapid current, I finally reached the opposite shore and gave myself up to the Swiss gendarmes, who turned me over to the American legation at Berne. From there I made my way to Paris and then London and finally Washington, where I arrived four weeks after my escape from Germany.

Lt. E. V. M. Isaacs, U. S. N., and American Army officers imprisoned at Karlsruhe. Mr. Isaacs is the officer in the dark uniform seated at the right. Lt. Isaacs was captured May 31, 1918. After three weeks at Karlsruhe he was sent to Villingen. On the way he jumped from a train going 40 miles an hour. He was recaptured and given two weeks in the solitary. On night of Oct. 6 he, with help of other officers, short-circuited all lighting circuits and escaped under heavy rifle fire. He arrived in Washington four weeks afterward.

International Film

At 2:30 p. m. July 2, 1918, the 'Covington' began to sink rapidly by the stern. It was an awe-inspiring sight as the ship the after smoke pipe being clear when the ship was in a vertical position. The vessel remained this way for perhaps a pe further in the vertical position, the bow disappearing at 2:32 p. m. Extract from the report of Capt. R. D. Hasbro Joseph Medill Patterson, Chicago Tribune.

The photograph shows the wreckage above the spot where the "Covington" fina

After having safely taken 27,000 soldiers to France the U. S. A. T. Covington was torpedoed at 9:15 p. m., July 1, 1918, while returning from her sixth trip "over there." In an incredibly short time the entire crew were at their stations awaiting the next order from the bridge. The engine and fire rooms quickly filled. The ship lost headway rapidly and in 15 minutes lay dead in the water. She listed, giving the impression of instability. The ship was reeling and it seemed that at any moment she would take a heavy lurch and sink. The commanding officer, Captain R. D. Hasbrouck, U. S. N., gave the order to abandon ship. "The behavior of officers and men was wonderful," reports Capt. Hasbrouck. "Boats were lowered without lights, with the ship listed and without the aid of a single winch. It was a stirring sight to see the men go down the Jacob ladders in an orderly procession as if they were at drill." The destroyer Smith rescued the men from the boats. *Three salvage tugs and the* destroyer Reade endeavored to tow the ship to Brest. However, the giant liner, which had been "bleeding internally" began to sink rapidly by the stern in the early *afternoon of the next day, and at 2:32 p. m. she rose vertically* and went down. The final muster showed that of 730 men and 46 officers, 6 were lost. Inset: Capt. R. D. Hasbrouck.

A contact mine planted by the U-156 sank the U. S. S. San Diego July 19, 1918, off Fire Island. She went down in 30 minutes. The ship was abandoned in good order and excellent discipline prevailed. Gun crews remained at their guns and continued firing at all suspicious objects until they were forced to jump into the water. Capt. H. H. Christy was the last to leave the ship. Six lives were lost and six men were injured. "From the end of May until October, 1918," says Rear Admiral Sims, "there was nearly always one submarine operating off our coast. The largest number active at one time was in August, when, for a week or ten days, three were more or less active in attacking coastwise vessels. Five submarines sunk in all approximately 110,000 tons of shipping but the vessels were, for the most part, small and of no great military importance. The only real victory was the destruction of the cruiser San Diego."

Capt. D. E. Dismukes, U. S. N., (right) and Lt. Com. Doyle, Executive officer, on board U. S. S. "Mount Vernon."

"The depth charge crews jumped to their stations and immediately started dropping depth bombs." While the ship seen in the picture is not the Mount Vernon, the explosion of depth bombs is strikingly visualized.

"The men in the fire rooms knew that the safety of the ship depended on their bravery and steadfastness to duty." The picture shows No. 4 fireroom, Mount Vernon. Photograph was taken on Sept. 5, 1918.

"Our starboard gun opened fire at once, but the periscope remained on the surface only a few seconds." Photograph taken on deck of Mount Vernon Sept. 5, 1918.

LOSS OF THE "TAMPA," WITH ALL ON BOARD. The greatest disaster suffered by the Coast Guard, and the largest individual loss of life sustained by our naval forces during the war, occurred on September 26, 1918, when the cutter Tampa was sunk with all hands on board in Bristol Channel, presumably by a torpedo from an enemy submarine. The cutter had gone ahead of her convoy; and although a distant explosion was heard by the vessels in the convoy, no positive evidence has ever been received as to the exact cause of the disaster. Diligent search by several destroyers in the vicinity of the disaster revealed only two unrecognizable bodies in sailors' uniforms and some small pieces of wreckage. Thus perished 111 brave officers and men.

International Film

"The active systematic work of sweeping up the North Sea mine barrage began May 8, 1919, under command of Rear Admiral Joseph Strauss. The force actually employed in removal consisted of 83 ships, divided as follows: 36 sweeping vessels, 20 trawlers, 24 submarine chasers, 1 salvage vessel, and two repair ships. The personnel of these vessels was entirely American and a large proportion of the 4,000 officers and men manning them was of the reserve force. The war was over, yet this force of officers and men working under difficult and hazardous conditions, kept at their task with surprising persistence, maintained a high morale, were cheerful and loyal and the excellence of the personnel contributed largely to the success of whole operation.

"That the maintenance of such a wonderful spirit in a force is largely due to the personality and ability of the officer in immediate command cannot be gainsaid. Great credit is due and must be given to Admiral Strauss for the high character of the leadership which he displayed." Report of Secretary of Navy for 1919. The photograph shows Admiral Strauss and staff at U. S. Naval Base No. 18 Inverness, Scotland, L. to R.: Ensign Vaughan, Lieut. Smither, Lieut. Noel Davis, Capt. Murfin, C. O. Bases 17 and 18: Rear Admiral Strauss, Commander Grow, Lieut. Harrell, Ensign Nichols.

U. S. Navy Photo

The mine-sweeping fleet frequently put in at Stavenger, a bustling town in Norway made prosperous by the war.

CAPTAINS COURAGEOUS

THE second mine sweeping operation began May 10, 1919. On the second day in the field the casualties began. They continued intermittently throughout the operations. The cause of most of the mishaps came from a totally unexpected source. Up to this time the danger of mines fouled in the kites, exploding when the sweep was being hauled in, had not been experienced.

The "Patuxent" was the first victim. On May 12 the sweep had been severed by an explosion and had to be hauled on board to be repaired. When the kite was within sight a mine could be seen hanging by its mooring cable. The commanding officer immediately sent all hands forward to a place of safety, going aft himself to clear it with the assistance of his chief boatswain's mate. The mine was on the surface about 10 feet from the side of the ship when suddenly, without apparent cause, it exploded. Several men were blown overboard by the mass of flying water, but all were rescued. The commanding officer, who at the time of the explosion was only a few feet from the mine, escaped with the loss of his thumb, which was amputated by a flying fragment. Since the force of the explosion had been largely spent in the air, the damage to the ship was not serious, and a few days in dry dock were sufficient to repair her.

Up to this time several mines which had fouled the sweep had been hauled on board as souvenirs; for, according to design, they should be safe when within approximately 30 feet of the surface. This practice now was discontinued voluntarily. No one trusted the mines under any circumstances, and one ship even went so far as to double the risk by throwing one, which was then on board, back over the side.

Precaution, however, could not entirely eliminate the danger of mines fouled in the sweep. In the first place, they could not be seen until they were dangerously close to the ship; then the action which was taken might or might not prove the proper one. It was impossible to tell.

Two days after the "Patuxent's" accident the same casualty befell the "Bobolink," but with far more serious results. Again the commanding officer went aft to clear the mine in person. Almost before anything could be done it exploded, killed the commanding officer, Lieut. Frank Bruce, United States Navy, and blew the boatswain and three other men into the water. All four were rescued, although the boatswain had been knocked unconscious by the shock.

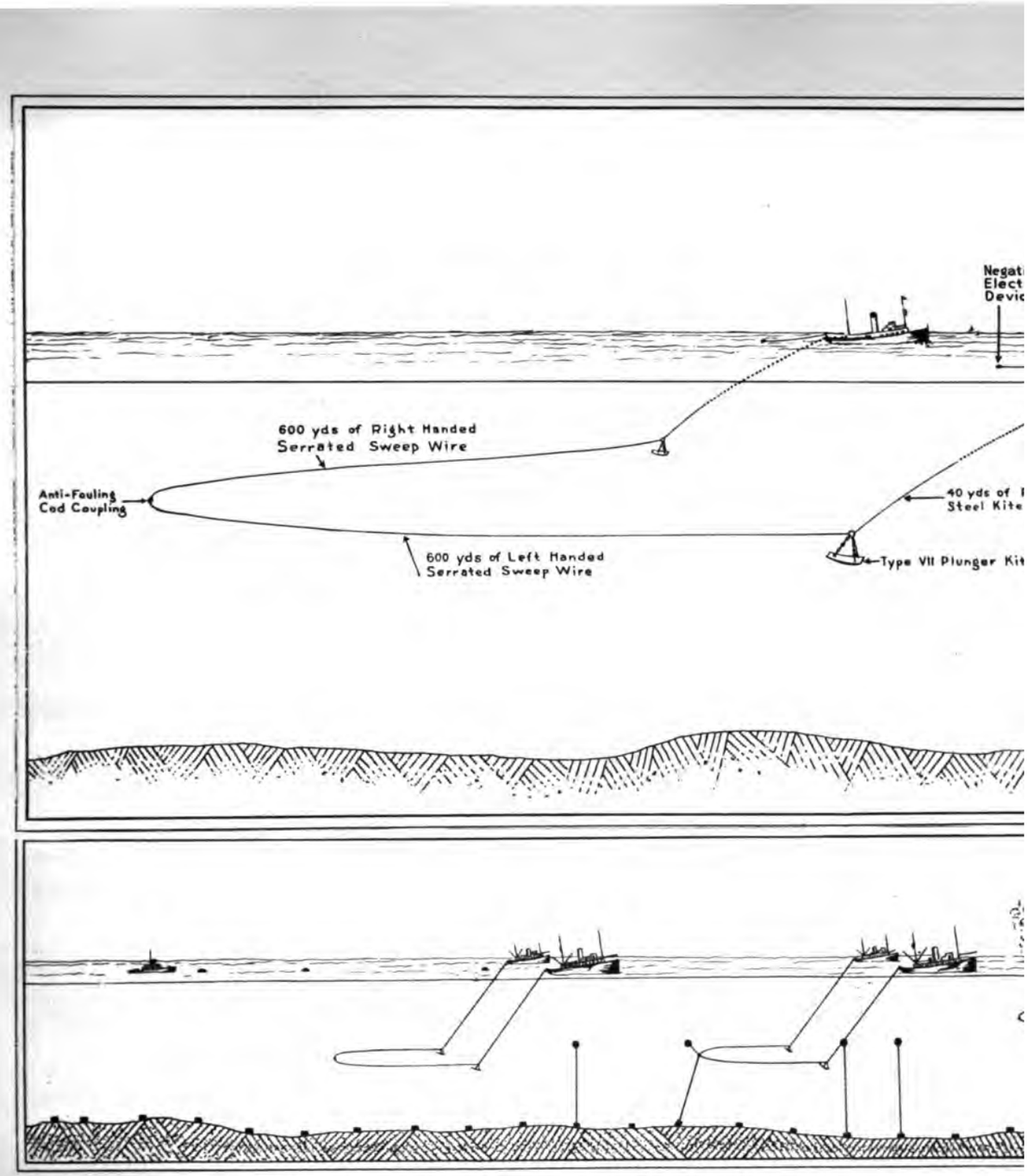
The ship was seriously damaged. The after hull plating had been driven in in places as much as 2 and 3 feet; the rudder and rudder post were gone; the propeller distorted and shaft bent; the engine had been thrown out of line; the towing engine, capstan, searchlights, and many other fixtures had been broken or disabled. The boilers, fortunately, were not damaged, which enabled the wrecking pumps to handle the water which poured into the after part of the ship.

The "Teal" took the "Bobolink" in tow and, accompanied by the "Swallow" and "SC-45," headed for port.

After various vicissitudes the "Bobolink" was taken to Scapa where temporary repairs were made. Later she was towed to Devonport where it required six months to complete repairs. "*The Northern Barrage*" (*Taking Up the Mines*) *by Lieutenants Noel Davis and William K. Harrill, U. S. N.*

With gallantry worthy of the best traditions of the Navy, Lt. Frank Bruce, commanding officer, U. S. S. "Bobolink," on May 14, 1919, went aft to clear a mine that had fouled the "Bobolink's" kite. Almost before anything could be done it exploded, killing Lt. Bruce, and blowing the boatswain and three other men into the water *All four were rescued,* although the boatswain had been knocked unconscious by the shock. The photograph shows the explosion which caused the death of Mr. Bruce. *The vessel's smoke can be seen emerging from the* left of the explosion.

U. S. Navy Official

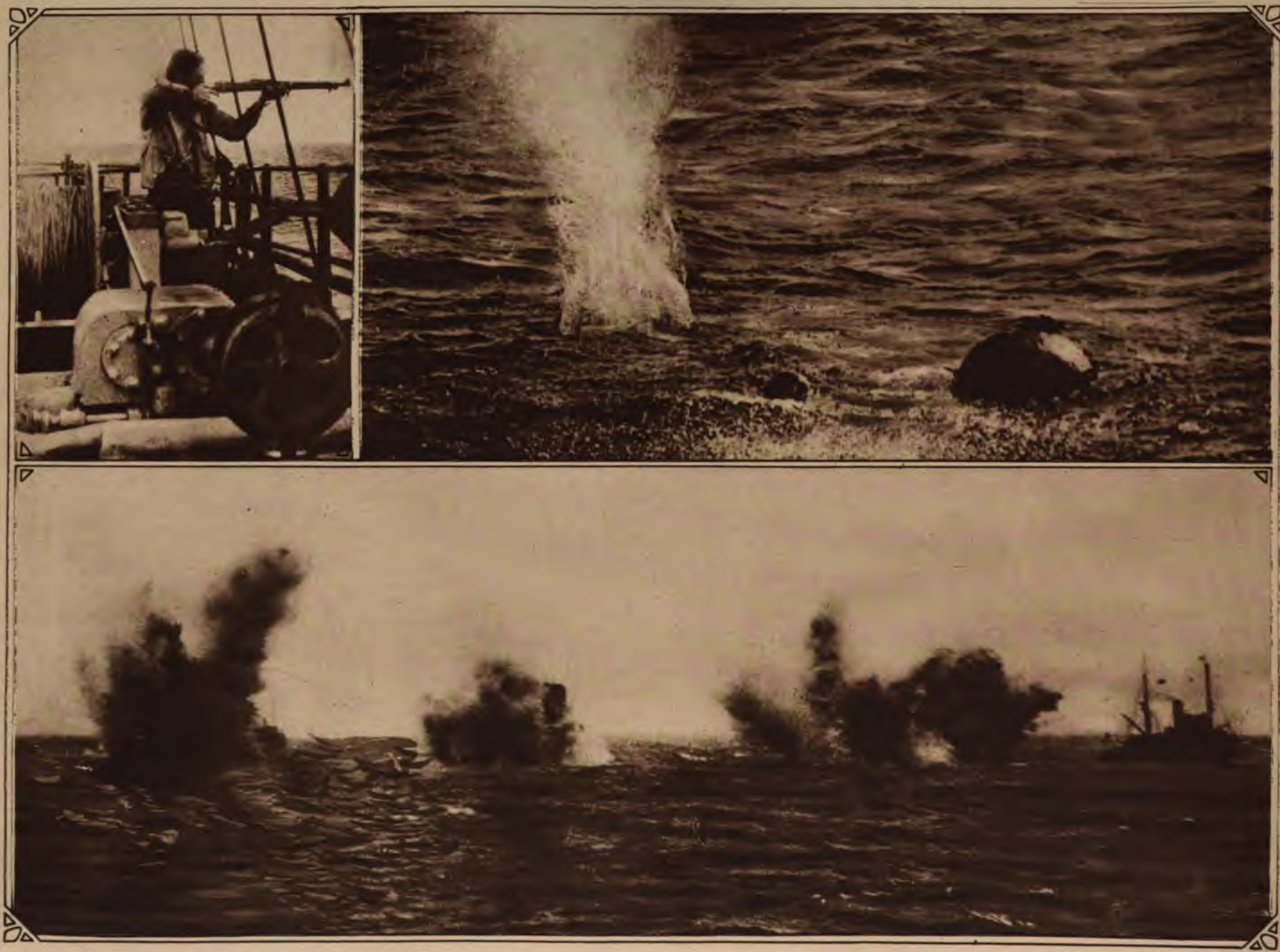


Upper diagram shows details of sweep used in clearing up the North Sea barrage. The distance between sweepers
of sweeping a single line of mines. The leading pair of sweepers have their sweep regulated to cut the antennae and
their sweeps set to cut the mooring cables of any mines not exploded by the leading pair. Following astern of the
fire the mines which have been cut adrift. Just ahead of the leading pair of sweepers can be seen the explosion of a
of the mine fired by touching the sweep wire.

On March 20, 1919, the "Patapsco" and "Patuxent" under command of Capt. Roscoe C. Bulmer set out for the mine barrage to make the first real experiments with the actual gear which was intended to be used in the sweeping operations that were to follow. During the experiments an upper level mine exploded fairly close aboard on the port quarter of the "Patapsco." The photograph, supplied by the Navy Department, shows the explosion. There were, in all, seven mine-sweeping operations, and in nearly every one mine sweepers were badly damaged by explosions near them. Altogether two officers and nine men were killed during these hazardous enterprises and twenty-three ships were damaged. By Sept. 30, 1919, the entire barrage was swept. A total of 20,711 mines were actually destroyed. The remainder had not survived the severe storms, had exploded on laying, or countermined during mine sweeping.

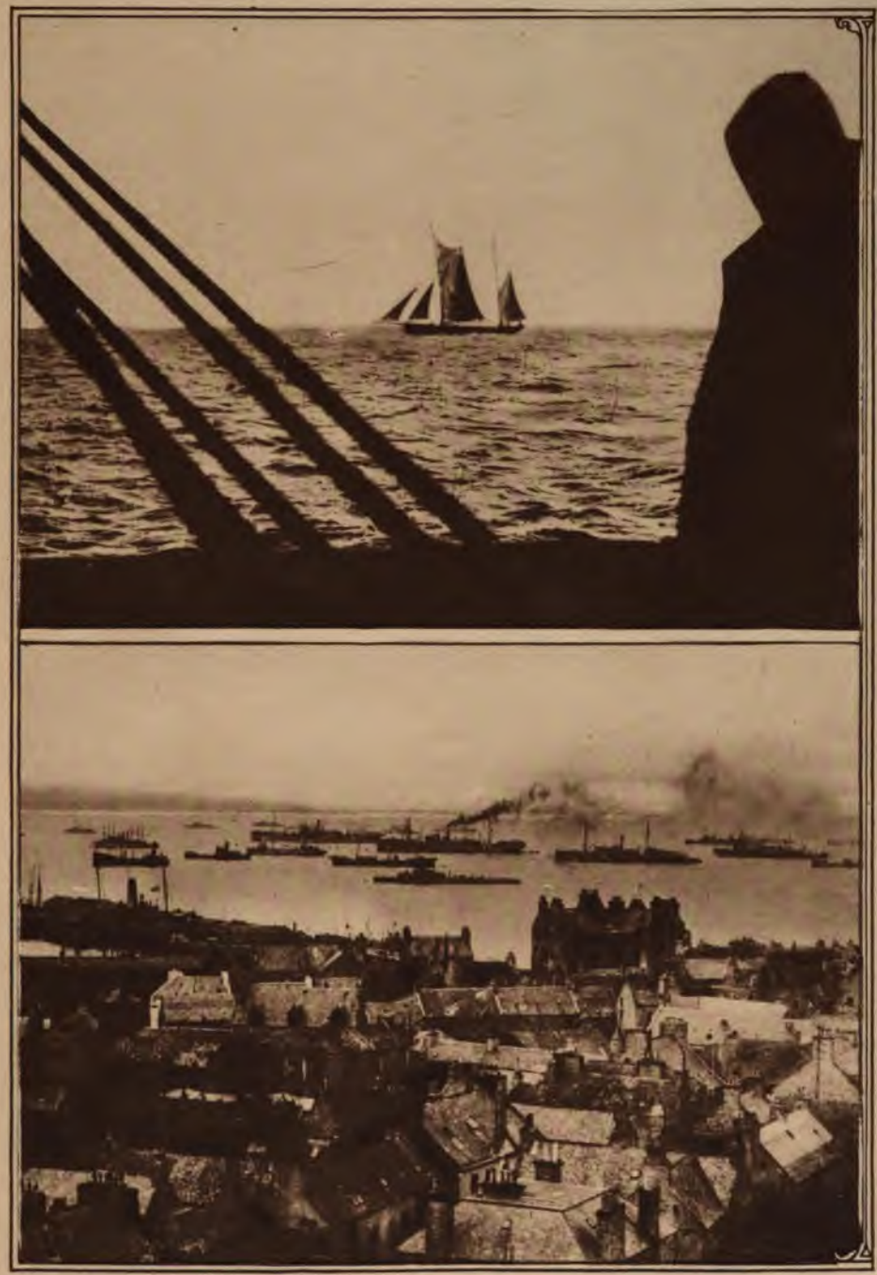
U. S. Navy Official

The mine sweepers proved to be wonderful sea boats, riding comfortably and gracefully in the roughest weather.



Upper left and right—Sinking mines by rifle fire. Lower—Three explosions between the "Lapwing" and the "Penguin" while sweeping to locate the fields to buoy them.

U. S. Navy Official



Upper—The fishing smacks "Red Rose" and "Red Fern" sweeping up the first mines in the Northern Barrage, Dec. 23, 1918. Lower—A view of the harbor of Kirkwall, Orkney Islands. Kirkwall was the primary base for mine sweeping operations on account of its proximity to the Northern Barrage.

U. S. Navy Official

SHAKING DICE WITH DAVY JONES

SINCE the first mines had been laid in the barrage, there had been no means of telling its effectiveness nor how well the mines with their slender antennae had survived the frequent storms. During the latter part of the summer Admiral Sims had requested the Commander of the Mine Force to make a skimming sweep across the mine field to determine if the mines were still there and effective. Many had exploded shortly after having been laid; others had broken adrift and been discovered on the coast of Norway; there was also a possibility that the batteries which fired the mines had not survived as was intended. It was now more essential than ever to determine the actual condition of the mines in the barrage before sweeping operations were undertaken, and to this end arrangements were made to borrow from the Admiralty two wooden sailing vessels, man them with volunteers, and cross the mine field with a sweep wire between them to find out what percentage of the mines were still in place and effective.

Two Lowestoft fishing smacks arrived at Inverness the latter part of November. Preparations were begun at once to fit them out for the experiment. The "Red Fern" and the "Red Rose"—such were their names—were hauled out upon the ways at Inverness, their seams calked, nail heads driven in, the metal parts sheathed with wood, and then a heavy coating of tar applied—all to prevent mines from exploding when in contact with the hull. Additional billets were fitted to accommodate a crew of 10 men on each vessel, the rigging was overhauled, and on December 22, 1918, these tiny craft, in tow of the "Patapsco" and the "Patuxent" set out for the barrage. Lieut. Noel Davis, United States Navy, was in command of the expedition and the "Red Rose;" Lieut. (junior grade) Olaf Maatson, United States Naval Reserve Force, commanded the "Red Fern."

The "Patapsco" and "Patuxent," after reaching the southern edge of the mine field, were to stand by while experiments were being undertaken, then render assistance if necessary when the vessels again were off the field.

The next morning found them a few miles to the southward of the first line of mines in the central portion of the barrage. Shortly after sunrise the smacks spread sail, stood up to each other, passed sweep and set course to cross the field of mines. A few minutes before noon, as the vessels crossed the first line of invisible mines, a giant column of discolored water sprang high into the air close astern of the "Red Rose." The first mine in the North Sea barrage had been swept. Separated as it was from that vessel by only a short length of manila rope, which insulated the sweep wire from her stern, the tremendous shock of the explosion all but crushed the wooden hull of the vessel; water spurted in between the timbers in countless places; the pump was started at once, but was barely sufficient to keep her dry.

It was a pretty sight to see these little craft sailing back and forth across the mine field, wearing and tacking in unison, and keeping station on each other by furling topsails or streaming sea anchors.

In all, the lines of mines were crossed four times; six of the upper level mines were exploded, a negligible number, of course, when compared with the 56,000 mines which had been laid, but it had proved conclusively that the mines were still there, ready to explode upon the slightest contact, and that every possible precaution must be used in the forthcoming operations to guard the lives of the men who would be required to sweep the mines.

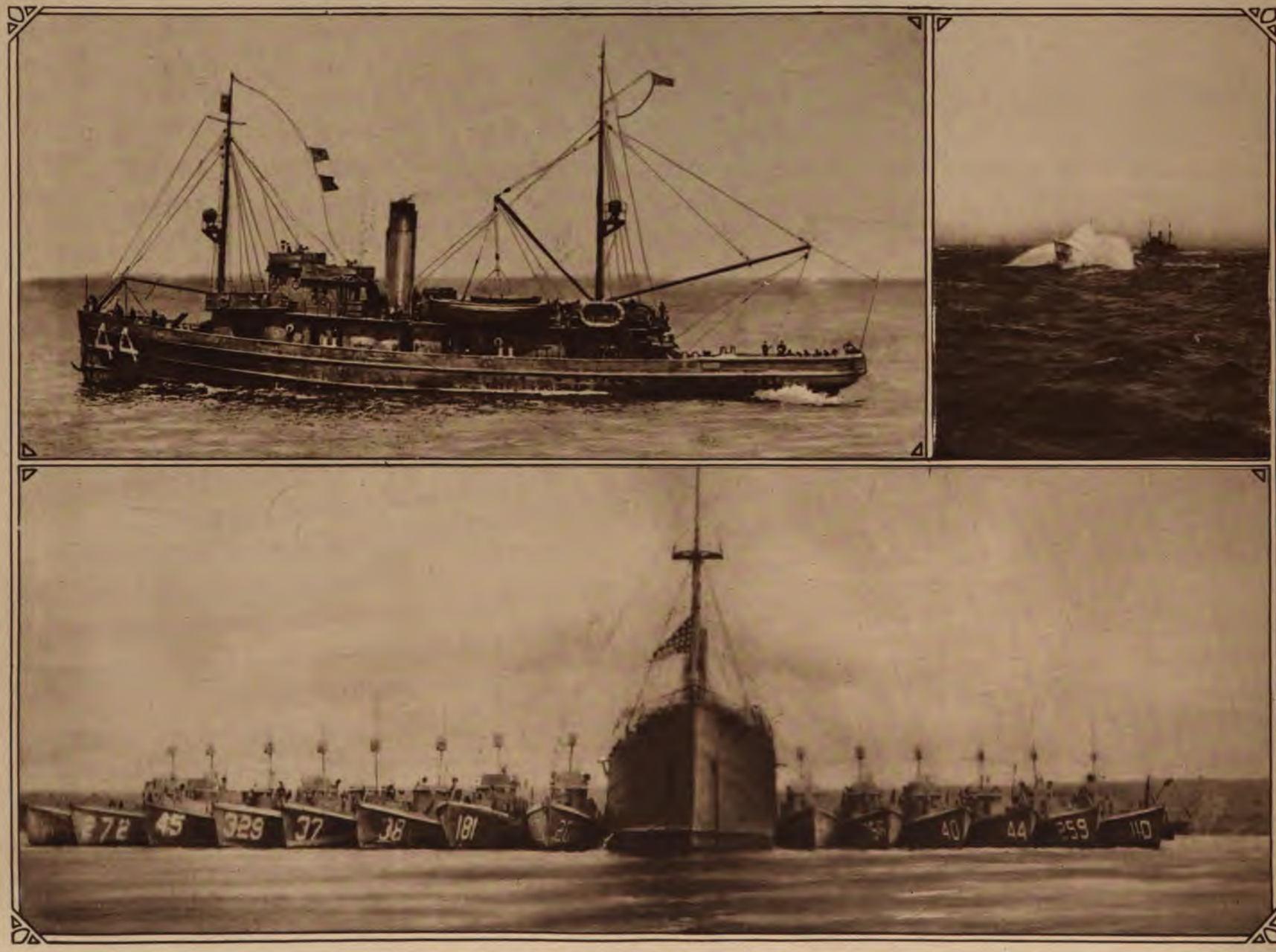
By 3 o'clock the sun had set; the "Patapsco" and "Patuxent" were no longer in sight. To add to the difficulties, a storm, which had been foretold by the morning's sky and a rapidly falling barometer, burst with the force of a hurricane. The sweep was cut adrift from the "Red Rose" and "Red Fern;" the vessels headed about and set course to the southward to get clear of the mine fields before the twilight had faded.

The days that followed were days of anxiety at Base 18, and hardship for the crews of the "Red Rose" and "Red Fern." For three days the storm continued unabated. The "Patapsco" and the "Patuxent" were suffering as badly as or possibly worse than the fishing smacks, and had not been able to locate them after they had left the mine field. Realizing the severity of the weather, Admiral Strauss requested the British authorities to send such vessels as were available to search for the sailboats, but the majority of those sent out could not weather the seas and were forced to return to port. Then on Christmas Eve, when hope had almost ebbed away, Lieut. Davis telephoned to Admiral Strauss that the "Red Rose," though badly wrecked by the storm, had managed to reach Peterhead that morning. The next day the "Red Fern" anchored at St. Andrew's Bay, having been blown more than 200 miles from her destination. "*The Northern Barrage*" (*Taking up the Mines*) *by Lieutenants Noel Davis and William K. Harrill, U. S. N.*

The North Sea weather is notoriously bad throughout the year, but particularly so in the winter months. The funnel of a vessel may be seen at the crest.

U. S. Navy Official

On the night of July 5, 1919, subchaser 37 was damaged by the explosion of a mine which caused considerable leakage in her hull.
U. S. Navy Official



Upper left—The U. S. S. "Mallard," mine sweeper. Thirty-four vessels of the "Mallard" type were engaged in the mine-sweeping operations. Their specifications were: Displacement, 1,009 tons; length over all, 157 feet 10 inches; beam, 35 feet 6 inches; loaded draft, 15 feet; maximum speed, 14 knots; cruising radius at 10 knots, 5,500 miles. Upper right· Homeward bound. The subchaser in the foreground is losing no time. Lower—The U. S. S. "Panther" was the mother ship of the sub-*chasers detailed to mine-sweeping* operations.

U. S. Navy Official

Return of the North Sea Mine Force to the United States. At 10 o'clock on the morning of November 24, 1919, the Secretary of the Navy
"Meredith." Before departure of the force from the other side Admiral Strauss had received this cable from the Secretary of the Navy: It is
congratulates the officers and men of the North Sea mine-sweeping detachment on having so creditably completed the stupendous task of cle
the war. This most arduous and dangerous work, one of the greatest and most hazardous tasks undertaken by the Navy, which has been c
annals of history as one of the Navy's greatest achievements. Every loyal citizen of the United States and every officer and man in the Na
fulfilled the glorious traditions of the service which they represent. *Josephus Daniels.*

United States Naval Base Number 18 at Inverness, Scotland. Crew assembled for Captain's inspection.

U. S. Navy Official

Hospital Staff, U. S. Naval Base Hospital Number 2, Strathpeffer, Scotland.

Station, Newport, R. I. When war was
nany signed the Armistice the Navy com-

International Film Company

The first unit of United States Naval Reserves to be ordered into the federal service at the beginning of the war. The blue jackets were members of the First Battalion, Naval Militia, New York. They are aboard the training ship "Granite State." International Film

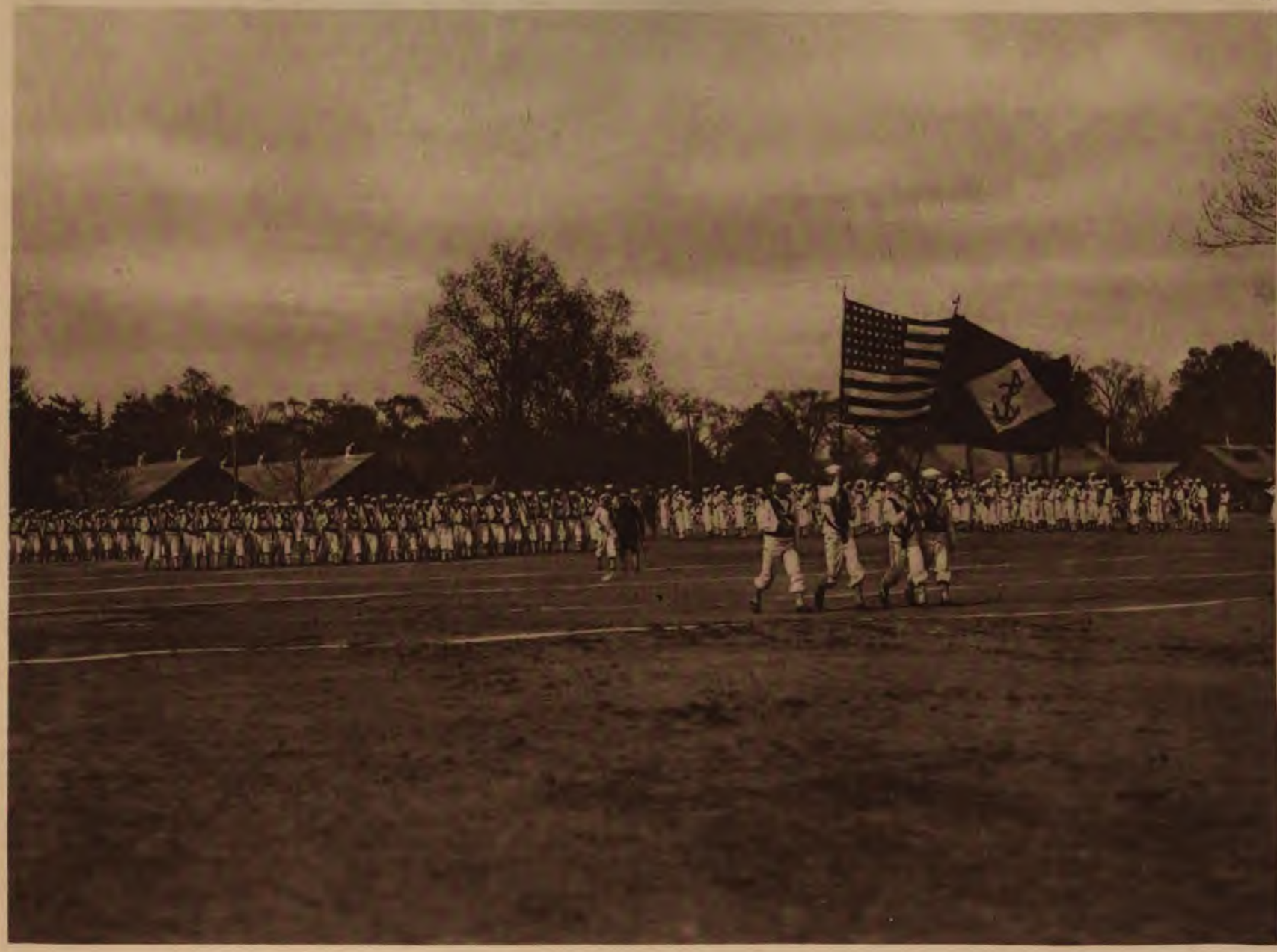
Lieutenant Commander Henry Reuterdahl, U. S. N., the distinguished Naval painter, who rendered especially valuable service in the campaign for naval recruits.

First Battalion, New York Naval Reserves, marching down Fifth Avenue.

International Film

Newly made tars leaving for active service. These sailors, just arrived from the Naval Training Station at Newport, R. I., are waiting on a New York pier to be sent to various naval vessels. Inset: "Cleanliness is next to Godliness."

International Film Company



International Film

A review at Pelham Bay Park Naval Training Station.

"K. P." on the U. S. S. Wolverine, Great Lakes.

A lecture on naval etiquette.

A recruit's first look through a rifle sight. League Island Navy Yard, Philadelphia.

International Film

Drilling at League Island.

Review at Great Lakes, the largest Naval Training Station in the world. Inset: L. to R., Lt. Wilhelm, Admiral W. S. Benson and Capt. W. A. Moffett, commanding officers.

International Film Co.

Boat harbor at Great Lakes Naval Training Station.

Many distinguished persons visited the Great Lakes Naval Training Station during the war period. In this photograph, left to right, are Colonel Robert R. McCormick, F. A., U. S. A., at the time Commandant at Fort Sheridan; Prince Axel of Denmark and Captain William A. Moffett, Commandant of the station.

Inspection of recruits at Newport Naval Training Station. The U. S. S. "Birmingham," afterward stationed at Gibraltar, is in the roadstead.

International Film

Before and after joining the United States Navy. It will be noted that the files in each picture are identical.

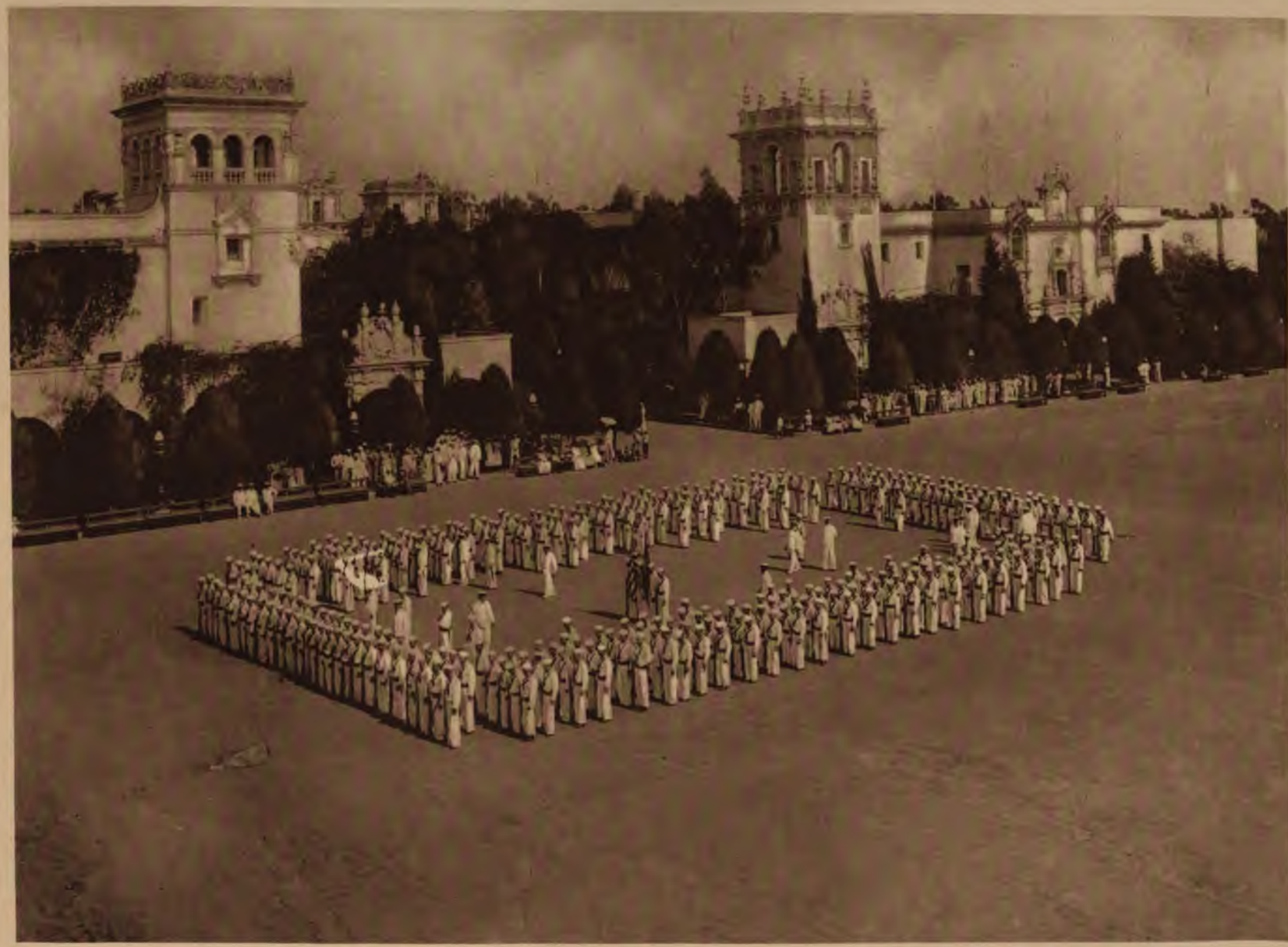
Scene at Naval Training Station, San Francisco, Cal.

Inspection at Newport Training Station.

Drill at Yerba Buena Island

Recruits at Great Lakes being taught how to handle oars.

Electrical School, Hampton Roads, Va.



International Film

A regimental square. United States Naval Training Camp, San Diego, California.

Boat crews of training ship "Wolverine."

Life boat drill at Pelham Bay Park.

Jackie artillerymen at Pelham Bay Park.

International Film

A sky pilot and his charges.

A review at the United States Naval Training Station, Pelhar

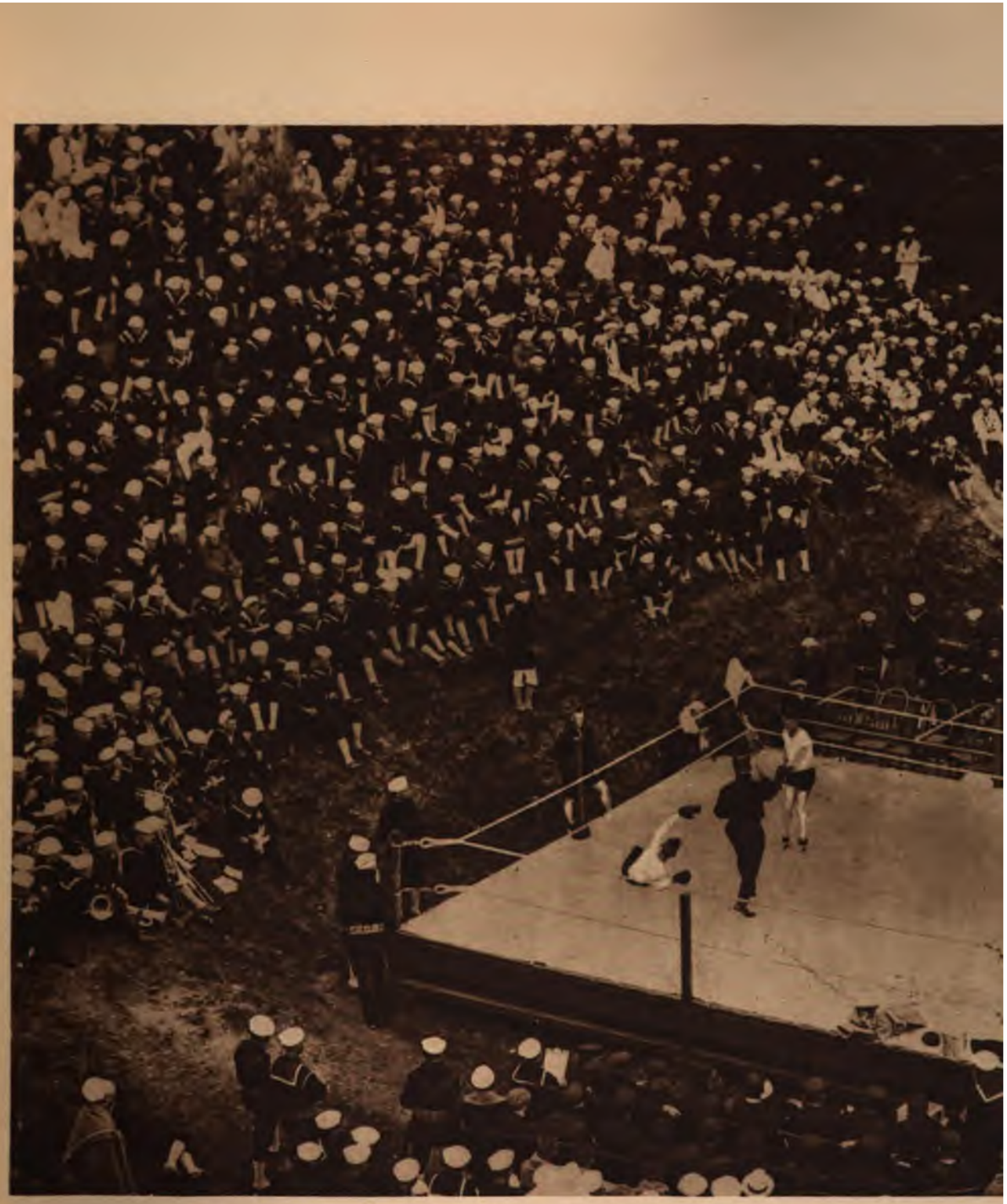
Wash day on the Commonwealth Pier, South Boston.

Hazing a recruit at Great Lakes.

Jackies from Great Lakes rehearsing for a show.

International Film

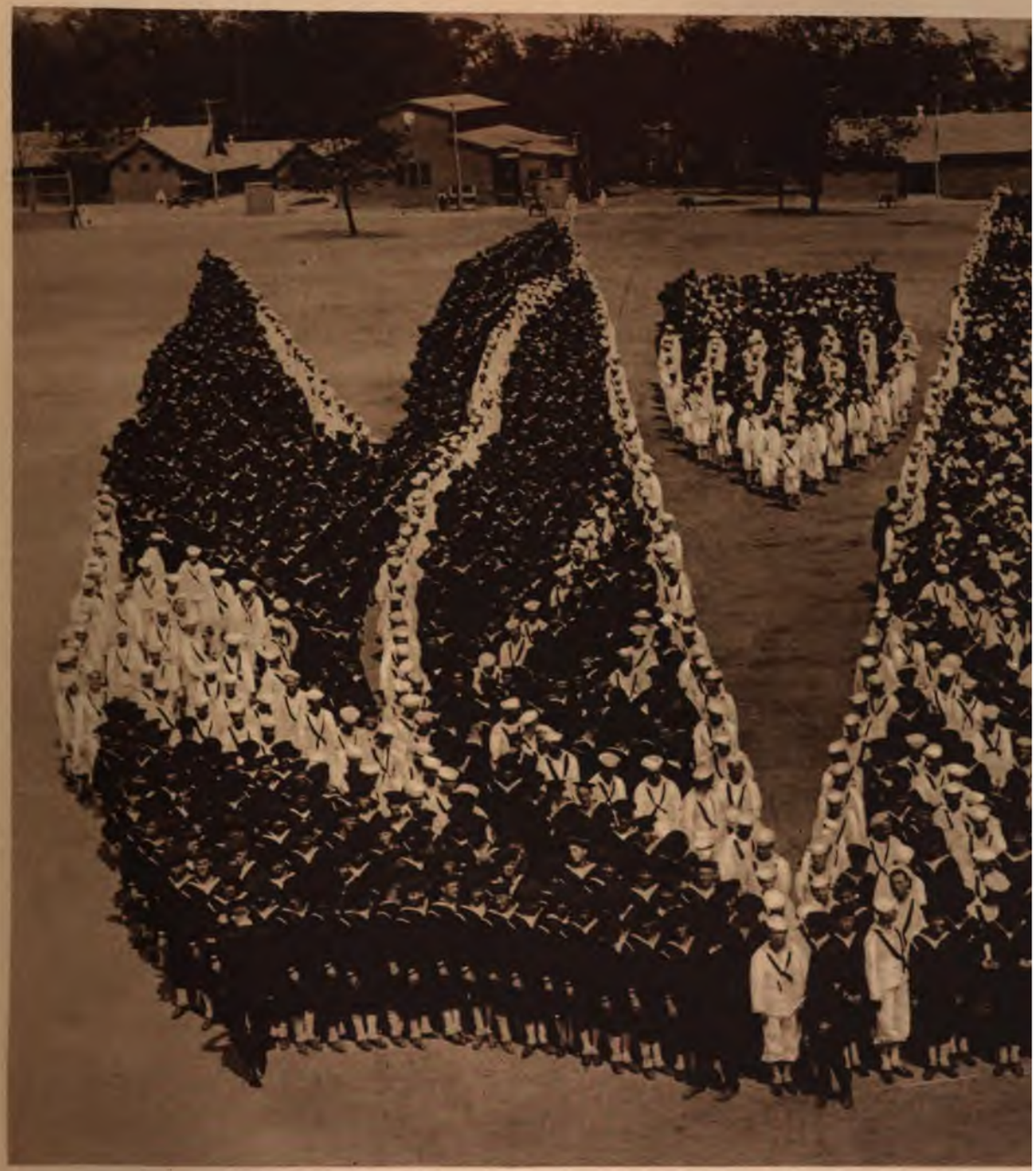
Blindman's Buff at a War Camp Community Center.



A boxing bout at Great Lakes Naval Training Station. During the war 40,000 men were enrolled

A scene at the United States Naval Training Station, Great Lakes, Ill. The administration building can be seen in the distance.

International Film Company



A formation at Pelham Bay Park Naval Training Station to represent the flags of the United S
American shield is in the center.

Upper: The entire command at Newport Naval Training Station standing at parade rest. Lower left: Jackies at Newport. Lower *right:* Recruits arriving at Newport. "You'll like it," is the cordial assurance of the sailors already in.

International Film Company

Upper: Physical exercise at Norfolk Navy Yard. Lower left: Initiating a recruit at Newp
A class in diving at Cape May, N. J.

A scene at Newport Training Station.

Barracks. Newport Naval Training Station.

Football stars on station at Newport. L. to R.: C. R. Black, Capt. Yale, 1916; F. T. Hogg, Capt., Princeton, 1916; *Charles Barrett, Capt.*, Cornell, 1915.

International Film

Newcomers at Newport.

Five o'clock tea. U. S. Naval Camp, San Diego, Cal.

Jackies on police duty at the San Diego Camp.

Feeding the pigeons at San Diego.

International Film

House-cleaning at San Pedro, Cal.

Jackies in training at Camp Plunkett, Wakefield, Mass. They are engaged in revolver practice.

Sailors of the Naval Reserve quartered at Commonwealth Pier, South Boston.

Blue Jackets leaving Newport for the Harvard radio school.

Scene at Charleston (Mass.) Navy Yard.

"K. P." at Newport.

Heaving the Lead.

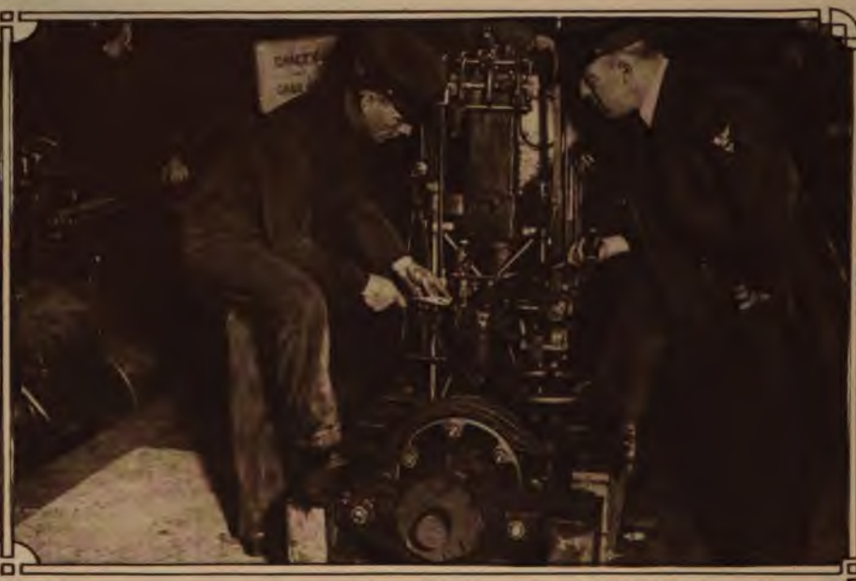
A complete new outfit.

Drilling at Newport.

International Film

Mess time at Newport.

Lt. C. W. Thomas instructing class in standard engine construction at Columbia University.



A scene at the engineering school, Columbia University.

Commander W. B. Franklin, Commandant at Pelham Bay *Park Station* receives a "despedida."

International Film

Instruction in the handling of the rifle. Pelham Bay Park

"In cadence, exercise!" Scene at Great Lakes Station.

A fo

International Film

Chicagoans gave hearty support to all activities at the Great Lakes Naval Training Station. The picture shows the late Nelson Lampert, vice president of the Port Dearborn National Bank, assisting at one of the athletic meets for which the station was famous.

A compa

The U. S. S. "Constellation" at Newport Naval Training Station. The frigate was launched at Baltimore in 1797 as one of six men-o'-war designed for use against the Barbary pirates. In 1798 Commodore Thomas Truxtun cruised in her in the West Indies in the war with France, 1798-1800. He engaged and captured the French frigate "L'Insurgente" of 50 guns, Feb. 9, 1799, and captured two other vessels. Feb. 2, 1800, he fought to a surrender the French frigate "La Vengeance," also of 50 guns, but she escaped in the darkness during a heavy squall. The main mast of the "Constellation" having fallen overboard, she could not pursue her prize. For his distinguished service Commodore Truxtun was awarded a gold medal and the thanks of Congress. During the war of 1812 the "Constellation" was blockaded at Norfolk. In 1815 she was part of Decatur's fleet in the Mediterranean and was one of the squadron which captured the Moroccan vessel "Mashouda" after a savage conflict August 26. During the World War the "Constellation" was used to quarter some of the men in training at Newport.

U. S. Navy Official

Battleships of the Second Line, Division Four, employed to teach engineering, deck and other duties afloat to men received from the training stations. From these ships they were transferred to stations aboard ships on active war duty. Training in this fleet was brought to a remarkable state of efficiency by its commander, Vice Admiral A. W. Grant, U. S. N.

The largest band in the world. The photograph shows a detachment of the world famous Great Lakes organization which at one time comprised fourteen hundred musicians. They were trained by Lieutenant John Philip Sousa. The various detachments of the band were in great demand throughout the nation to promote Liberty Loan drives and numerous other patriotic undertakings. Musicians to the number of 3056 were enrolled and trained at Great Lakes. Approximately 2250 of these musicians were transferred to the fleet and to naval bases. In the training of naval bandsmen the authorities were always mindful of the report of a British commission appointed to determine the things most important in winning the war. Music had been placed only after food, clothing and shelter. The picture shows the bandsmen from Great Lakes marching up Michigan Avenue, Chicago.

A color guard at Great Lakes.

A naval band of 128 pieces on recruiting duty in San Francisco, Sept. 28, 1917.

The Jackies themselves did much of the construction work at Great Lakes.

International Film

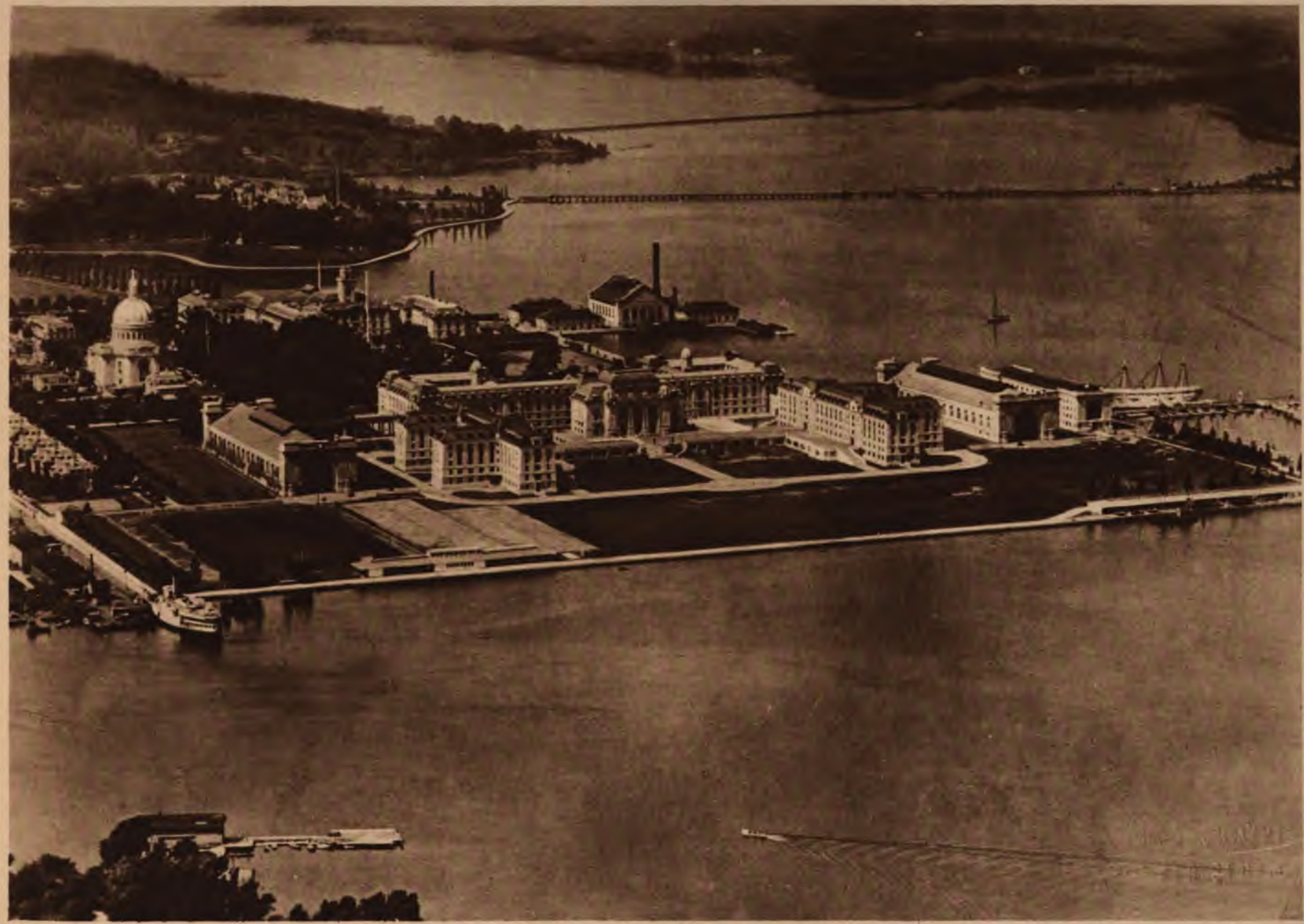
A wrestling bout at Great Lakes.

A scene at Newport Naval Training Station.

Recruit camp at Charleston, S. C. Typical mess hall and galley.

Field gun instruction. Naval training camp, San Diego, Cal.

Learning to handle the oars at U. S. Naval Station, San Francisco.

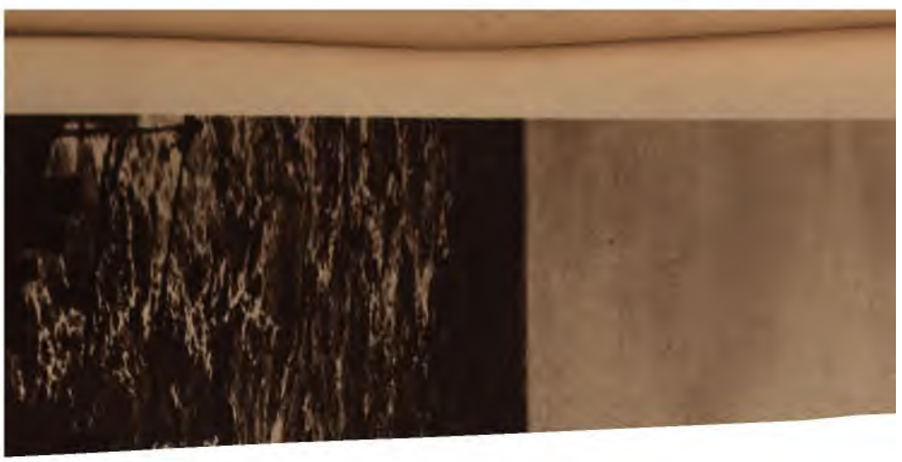


The United States Naval Academy at Annapolis, Md. The school was established in 1845 by a special act of Congress. The origin of this institution was due to the efforts of George Bancroft, Secretary of the Navy. The academy was opened Oct. 10, 1845, with Commander Franklin Buchanan as superintendent. For a time during the Civil War the school was removed from Annapolis to Newport, R. I. A new and improved plan of construction and organization of the school buildings was recommended in 1895. But it was not until 1898 that adequate funds became available. In that year the corner-stone of the new armory was laid by Rear Admiral F. V. McNair. The plan as viewed from the sea front shows the cadet quarters extending 720 feet, flanked on one side by the Armory and the other by the boat house. These buildings are at right angles to the direction of the cadet quarters, are 428 feet long and similar in appearance. In two years, beginning March, 1917, the Academy graduated 1,040 for the regular Navy and gave special instruction to five large classes of specially selected reserves who were thus equipped to perform important duties during the war.

International Film Company

International Film

Graduation day at Annapolis. The graduates performed a snake dance after the ceremonies.



Surrender of the German navy in the presence of the Allied fleets of which Rear Admiral Rodman's Sixth Battle Squadron formed a part. This naval surrender, the greatest in history, took place Nov. 20, 21, 24 and Dec. 1, 1918, in the North Sea opposite the Firth of Forth. Under the terms of the Armistice, Germany was to give up to the Allies and the United States, 160 submarines, six battle cruisers, ten battleships, eight light cruisers and fifty destroyers of the most modern type. From a spectacular point of view the surrender of the battleships, cruisers and destroyers was the most impressive. This occurred on Nov. 21 when seventy-one vessels were turned over to the entente. The German ships, headed by the Friederich der Grosse, flagship of Admiral Von Reuter, steamed between two columns of victorious men-of-war numbering between 250 and 300 vessels. The columns were six miles apart. As the Germans steered a middle course toward the Firth of Forth the entente columns reversed their course and the whole array moved in triple order toward the great anchorage.

Underwood & Underwood

After the surrender of the German fleet at Scapa, at which our battleships serving with the British Grand Fleet, were present, the six battleships, comprising Division 9, Rear Admiral Hugh Rodman commanding, proceeded to Brest, where they met the three battleships of Division 6, Rear Admiral Thomas S. Rodgers commanding, which had been operating from the base at Berehaven, and several divisions of destroyers, all of which, under command of Admiral Sims, took part in the demonstration on the arrival of President Wilson, who went to France on the U. S. S. "George Washington," escorted by the "Pennsylvania," flagship of Admiral Henry T. Mayo, commander-in-chief, United States Atlantic Fleet. The photograph shows the President's naval escort approaching the shores of France Dec. 13, 1918. U. S. Navy Official

The Atlantic fleet homeward bound from foreign waters. The return of the battleships from European service was signalized by a notable naval review Dec. 26, 1918, for which all available ships of the fleet in home waters were assembled. Arriving off Ambrose Lightship the afternoon of Christmas Day, the battleships the next morning steamed into New York where they were accorded a great demonstration, the review being followed by a land parade of all the returning officers and crews.

On the eve of the naval review the Secretary of the Navy issued a tribute to the battleship forces returning from service abroad. Among other things he said: "Sea Power once again has demonstrated its primacy in making land victories possible. While the American dreadnaughts, an important part of the world's strongest armada, were not given an opportunity to win a great sea victory, they did more: They co-operated in receiving the surrendered German Fleet, which capitulated to the superior force of the allied fleets, and they will be received at home with all the honors given to valiant victors."

International Film Company.

"All's Well." Victory Fleet at anchor in the North River.

International Film

Trans-Atlantic Flight

THE first flight across the Atlantic was made in May, 1919, by the NC-4, one of the division of three seaplanes of that type organized, manned, and specially equipped for this enterprise. This was the result of plans long contemplated and made possible by the completion of these, the largest flying boats ever constructed. To guide the planes, observe weather conditions along the route, and give assistance, if necessary, ships were stationed at intervals of approximately 75 miles along the entire route, which was from Rockaway, N. Y., to Halifax, Nova Scotia, to Trepassey, New Foundland; then, via the Azores, to Lisbon, Portugal, and from Lisbon to Plymouth, England.

Leaving Rockaway Naval Air Station at 10 a. m., May 8, the division under command of Commander John H. Towers, the NC-3, his flagship, and the NC-1 arrived that evening at Halifax. Having trouble with oil feed, the NC-4 was compelled to descend about 80 miles east of Cape Cod, remained on the water during the night, and the next morning reached the naval air station at Chatham, Mass. On May 10 the NC-3 and NC-1 proceeded to Trepassey. Unfavorable weather conditions caused several days' delay, and in the meanwhile the NC-4, which had completed repairs at Chatham, flew to Halifax on May 14, arriving at Trepassey the next day. All three planes left Trepassey the evening of May 16, at about 6 o'clock, for the Azores. The NC-4 arrived at Horta the next morning. Nearing the Azores, the other two planes ran into a dense fog and were compelled to descend to the water. Heavy seas damaged the NC-1 so badly that all attempts to tow her failed, and she sank. The crew were rescued by the Greek steamship "Ionia" and taken to Horta. The NC-3, which had descended the morning of May 17 at a point about 35 miles south of the island of Fayal, managed to "taxi" to port under her own power, arriving at Ponta Delgada 53 hours later, the afternoon of May 19, having drifted and "taxied" 209 miles.

Bad weather occasioned trying delay, but on May 20 the NC-4 proceeded from Horta to Ponta Delgada, from which on the 26th she proceeded to Lisbon, completing the flight across the Atlantic. Starting from Lisbon on the 30th, a small leak developed and the plane descended at Mondego River. Proceeding after repairs, she reached Ferrol, Spain, that evening, and the next day flew to England, reaching Plymouth, the end of the route, May 31, at 1:26 p. m.

Following are the distances covered, stated in land miles, and the time in flight of the three planes:

	Distance:	*Time:*	
NC-4.	*Miles.*	*Hours.*	*Minutes.*
Rockaway to Halifax	621	8	54
Halifax to Trepassey	529	6	23
Trepassey to Horta	1,380	15	13
Horta to Ponta Delgada	172	1	45
Ponta Delgada to Lisbon	920	9	43
Lisbon to Plymouth	891	12	..
	4,513	53	58

	Distance.	*Time.*	
NC-3.	Miles.	Hours.	Minutes.
Rockaway to Halifax	621	9	..
Halifax to Trepassey	529	5	32
Trepassey to landing at sea	1,290	15	30
	2,440	30	2
NC-1.			
Rockaway to Halifax	621	8	59
Halifax to Trepassey	529	6	56
Trepassey to landing at sea	1,275	15	1
	2,425	30	56

OFFICERS AND CREWS OF NC PLANES.

The officers and members of the crews were:

NC Seaplane Division No 1.

Commander John H. Towers, U. S. N. (commanding)

NC Seaplane No. 3 (flagship)

Commander Holden C. Richardson, C. C., U. S. N.
Lieut. Commander Robert A. Lavender, U. S. N.
Lieut. David H. McCulloch, U. S. N. R. F.
Boatswain Lloyd R. Moore, U. S. N.

NC Seaplane No. 4

Lieut. Commander Albert C. Read, U. S. N. (commanding)
First Lieut. Elmer F. Stone, U. S. C. G.
Lieut. James L. Breese, U. S. N. R. F.
Lieut. Walter Hilton, U. S. N.
Ensign Herbert C. Rodd, U. S. N. R. F.
Chief Machinist's Mate Eugene S. Rhoads, U. S. N.

NC Seaplane No. 1.

Lieut. Commander Patrick N. L. Bellinger, U. S. N. (commanding)
Lieut. Commander Marc A. Mitscher, U. S. N.
Lieut. Louis T. Barin, U. S. N. R. F.
Lieut. (junior grade) Harry Sadenwater, U. S. N. R. F.
Machinist Rasmus Christensen, U. S. N.
Chief Machinist's Mate (A) C. T. Kesler, U. S. N.

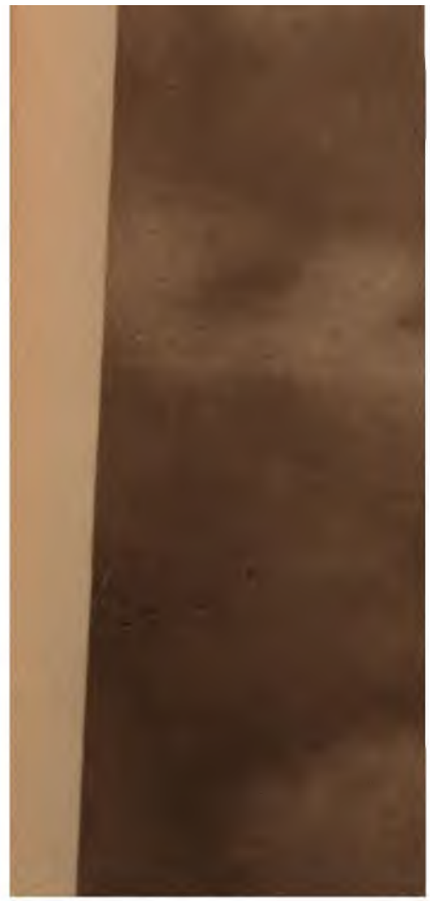
Lieut. Commander R. E. Byrd, who rendered valuable service in developing and trying out new navigation devices used, made the flight to Trepassey on the NC-3, as did also Lieut. (junior grade) Braxton L. Rhodes, who was a member of the original crew, but was taken off at Trepassey to lighten the load of the plane. Ensign C. J. McCarthy, U. S. N. R. F., observer for the Bureau of Construction and Repair, accompanied the NC-1 to Trepassey.

NC-3 and NC-4 in fron
The NC seaplanes, at the t
were developed by naval
plane & Motor Corporatio
for long-distance operatio
1918, thoroughly tested in
passengers. Four of these
trans-Atlantic flight. Foll
characteristics of the NC b
Wing span from tip to tip,
Upper wing from tip to tip,
Aileron projections beyond
Lower wing span, 94 feet.
Width of wings, 12 feet.
Distance between wings, 14

NC-3 and NC-4 in front of their hangar ready for the trans-Atlantic flight. The NC seaplanes, at the time of the flight, the largest flying boats in existence, were developed by naval constructors in cooperation with the Curtiss Aeroplane & Motor Corporation, by whom they were built. Originally designed for long-distance operations oversea, the first was completed in September, 1918, thoroughly tested in October, and on a flight in December carried up 51 passengers. Four of these flying boats were built, three being assigned to the trans-Atlantic flight. Following are the general dimensions and principal characteristics of the NC boats:

Wing span from tip to tip, 126 feet.
Upper wing from tip to tip, 114 feet.
Aileron projections beyond wing tips, 6 feet on either side.
Lower wing span, 94 feet.
Width of wings, 12 feet.
Distance between wings, 14 feet at center and 12 feet at outer tips of lower wing.
Over-all length from front end to the rear end, 68 feet 3½ inches.
Length of hull, 44 feet 9 inches.
Weight full load flying condition, 28,500 pounds.
Estimated speed at full load, 79 nautical miles per hour.
Estimated speed at light load, 84 nautical miles per hour.
Horsepower of 4 Liberty engines, 1,600 horsepower.
Number of gasoline tanks, 9 in hull, 1 in upper wing above boat hull.
Capacity of gasoline tanks, 200 gallons for each hull tank and 90 gallons for gravity feed tank in upper wing.
Weight of engines, 825 pounds each.
Flying control is of the dual control Deperdussin system with side-by-side seating.
Pilots are in hull just forward of gasoline tanks.
Navigating station is in front end of boat hull. Navigator is provided with chart board, charts, and ordinary navigating instruments including compass and sextant.
Complete wireless installation, including telegraph and telephone and wireless direction indicator, is provided. System should give a radius of approximately 300 miles while in the air and of 100 to 150 miles while on the water.
Wireless operator and engineer are located in main after compartment just aft of gasoline tanks. Each is provided with complete instrument board. Each of these operators has a cylindrical upholstered stool with back rest weighing 5 pounds complete, in the interior of which can be stored the small hand tools required for emergency work.
Cruising speed of boats about 72 miles per hour.
Gasoline consumption at cruising speed about 650 pounds average per hoar.
Total gasoline carried about 11,400 pounds.
Cruising radius, without wind about 1,476 nautical miles.
Crew and provisions, about 1,000 pounds.
Crew: Five men—two pilots, one navigator, one wireless operator, and one engineer.
Main structure is of western spruce.
Metal wing fittings and structural fittings in general are of crome vanadium steel of an ultimate strength of 150,000 pounds per square inch.
All flying, landing and control wires are of standard woven aeroplane cord wire.

International Film Company

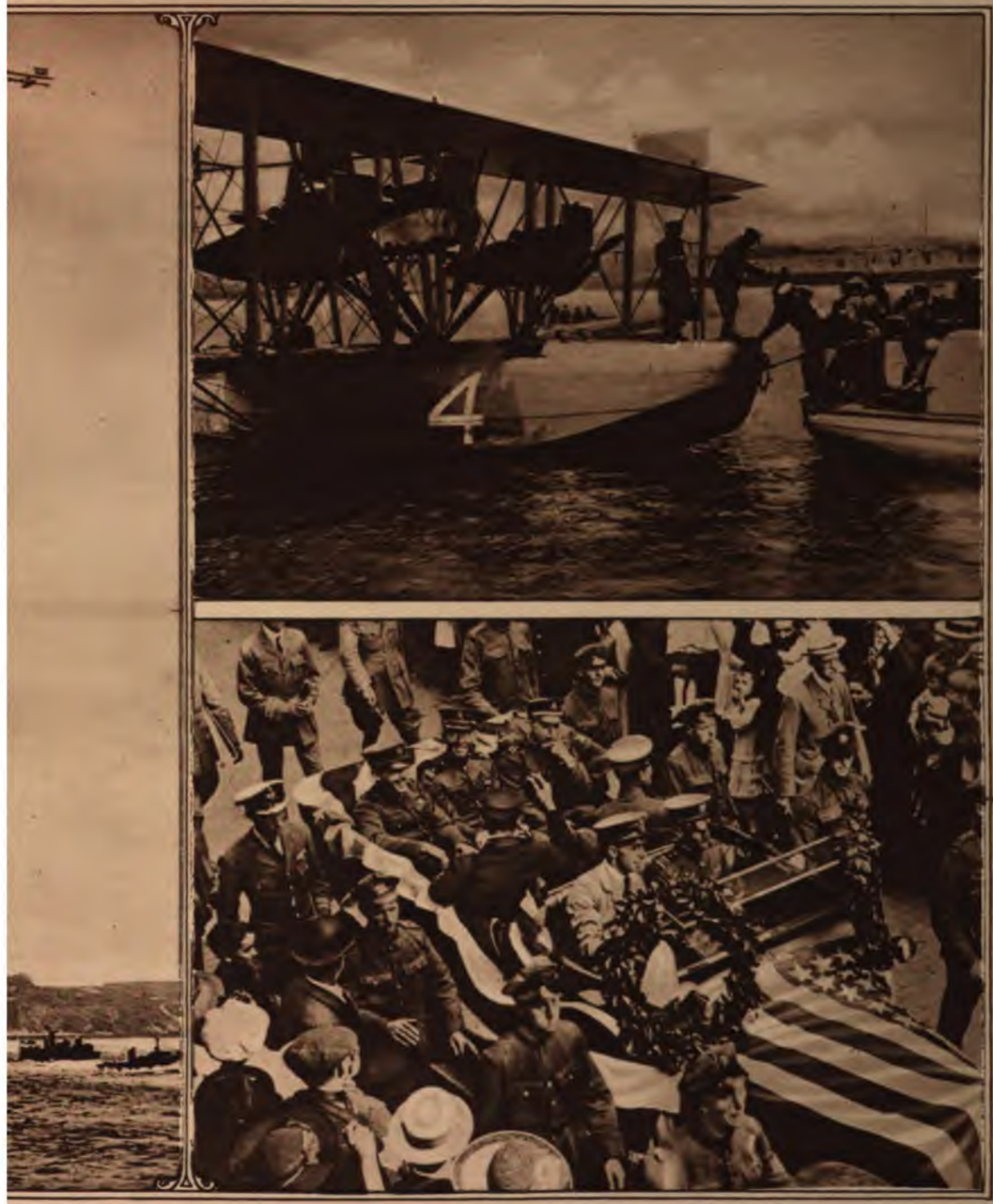


International Film

NC-4 leaving Rockaway Air Station at 10 a. m., May 8, 1919

Upper: The NC-4 landing at Ponta Delgada, Azores. She arrived at 2:24 p. m., May 20, 1919. Her elapsed time in the air from Rockaway to this point was 32 hours, 15 minutes. Lower left: NC-3 moored at Ponta Delgada. Her fuel running low, the ship had descended May 17 at a point about 35 miles south of the island of Fayal. She managed to "taxi" to port under her own power, arriving at Ponta Delgada 53 hours later, the afternoon of May 19, having drifted and "taxied" 209 miles. Lower right: The NC-4 at Horta, Island of Fayal. She arrived here at 1:23 p. m. May 17. Her elapsed time in the air from Rockaway had been 30 hours, 30 minutes. The ship was held at Horta by fog and later a gale until May 20. She took off at 12:39 p. m. bound for Ponta Delgada. International Film Company

Left: NC-4 flying over U
Rockaway was 53 hours, 5
Lower right: Commande



t" before alighting at Plymouth, Eng., at 1:26 p. m., May 31, 1919. Her elapsed time in the air from
overed 4,513 miles. Upper right: Crew of NC-4 leaving ship to board launch of U. S. S. "Aroostook."
ng driven through the streets of Plymouth amid the acclamations of the people.

Left: Crews of NC ships are guests of General Seeley of the British Army at the House of Commons. The personages in dark clothes are Lord Reading, Admiral Wemyss, the Prince of Wales and General Seeley. Lt. Com. Read is telling a joke to the Prince. Right: The Secretary of the Navy congratulates Lt. Com. Read. L. R.: Secretary Daniels, Lt. Com. Patrick N. L. Bellinger, Commander John H. Towers, Franklin D. Roosevelt, Assistant Secretary of the Navy.

International Film Company

Left: Back home. Lt. Com. Read, upon his return to the United States, is met at the dock by Mrs. Read. Right: Lt. Com. Patrick N. L. *Bellinger, Mrs.* Bellinger, Com. John H. Towers and Mrs. Towers. Photographed in New York upon the return of the fliers.

International Film Company

Admiral W. S. Benson. "The distinguished Chief of Naval Operations honored at home and abroad for his wisdom, statesmanship and ability in his profession has, with his staff of experienced officers, rendered distinguished and important service." Report of Secretary of Navy 1918.

Vice Admiral William S. Sims. "His brilliant services abroad won world-wide admiration and he demonstrated that he is worthy of the highest honors Congress can confer upon him." Report of Secretary of Navy 1919.

on of the Grand
and made the

Admiral Albert Gleaves, U. S. N., commander of convoy operations in the Atlantic 1917-1919.

Harris & Ewing

1—Rear Admiral Samue
3—Rear Admiral C. W.
Captain W. C. Watts, J

ster General, U. S. N. 2—Rear Admiral R. S. Griffin, Chief Bureau of Engineering, U. S. N.
of Yards and Docks. 4—Rear Admiral David W. Taylor, Chief Constructor, U. S. N. 5—
ral, U. S. N., Jan., 1917-April 15, 1918.

Bois de la Brigade de Marine. Photo by Schutz.

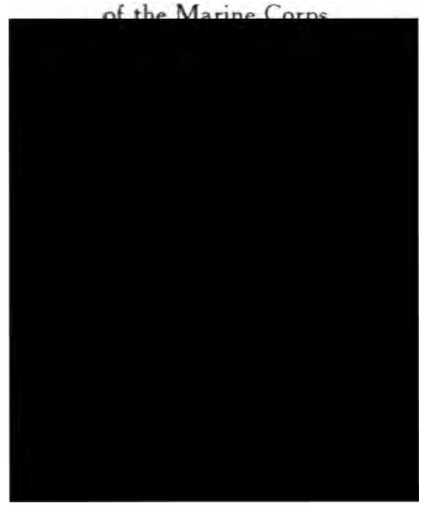
HEADQUAR

IMMEDIATELY upon t
the finest of young Ame
slogan "First to Fight"—a
the adventurous spirit of
men of splendid physique,

These young men brou
energy, and an eager desir
They received from it the b
of the old time Marine, and
handed down from generati

From this combination
and the Sixth Machine Gun
colors the names of Bois de
Blanc Mont Ridge and St. I

The record of these regi
fought harder or more vict
Expeditionary Forces suffere
their valor and their victorie
of the Marine Corps



HEADQUARTERS U. S. MARINE CORPS,

Washington, August 25, 1921

IMMEDIATELY upon the outbreak of the World War, thousands of the finest of young Americans sought service in the Marine Corps. Its slogan "First to Fight"—a quotation from the Marines' Hymn—attracted the adventurous spirit of America's youth, and its ranks were filled with men of splendid physique, unusual intelligence, and high ideals.

These young men brought to the Corps a fine enthusiasm, an intense energy, and an eager desire to meet and defeat the enemy without delay. They received from it the benefit of the practical knowledge and experience of the old time Marine, and the wonderful esprit de corps which had been handed down from generation to generation.

From this combination there resulted the Fifth and Sixth Regiments and the Sixth Machine Gun Battalion. These organizations bear on their colors the names of Bois de Belleau and Bouresches, Soissons, St. Mihiel, Blanc Mont Ridge and St. Etienne-a-Arnes, and Meuse-Argonne.

The record of these regiments has never been surpassed. No regiments fought harder or more victoriously, and no regiments of the American Expeditionary Forces suffered heavier losses. Their endurance, their skill, their valor and their victories have immortalized their names and the name of the Marine Corps.

John A Lejeune

Major-General Commandant.

MAJ. GEN. JOHN A. LEJEUNE, MAJOR GENERAL COMMANDANT, U. S. M. C.

"Than whom America has no abler military leader."—*Annual Report of the Secretary of the Navy, 1919.*

Gen. Lejeune assumed command of the Fourth Brigade (U. S. M. C.) July 26, 1918. On July 29, 1918, he became Commanding General, Second Division. Gen. Lejeune's citation for the Army Distinguished Service Medal is as follows:

"He commanded the Second Division in the successful operations of Thiaucourt, Massif Blanc Mont, St. Mihiel, and on the west bank of the Meuse. In the Argonne-Meuse offensive his division was directed with such sound military judgment and ability that it broke and held, by the vigor and rapidity of execution of its attack, enemy lines which had hitherto been considered impregnable."

"United States Volunteers" was the proud title recruits in the United States Marine Corps could claim. The picture shows a detachment of recruits who have just arrived at the depot at Parris Island, S. C. At the beginning of the war the course of recruit instruction at Parris Island was of eight weeks' duration and, with but very few exceptions, every recruit passing through the depot received eight weeks' instruction. The total number of recruits handled at Parris Island from April 6, 1917, to Nov. 11, 1918, was 46,202. At the Mare Island, Cal., depot the total number of recruits handled in the same period was 11,901.

DENBY OF THE MARINES

BRIGADIER GENERAL A. W. CATLIN, U. S. M. C., in his interesting book, "With the Help of God and a few Marines" quotes the letters of Bill, a gallant young Marine recruit, to his father. Among other things Bill wrote:—

Parris Island, S. C., July —, 1918.

Dear Dad:—

This morning after chow we went into an open-air pavilion and heard Captain Denby give his famous talk on what was expected of us Marines. Captain Denby is an ex-Congressman from Michigan, and he surely must have been an easy victor in his race for office, for he held us all spellbound as he described the duties of a Marine—where a Soldier of the Sea must go, what he is expected to do, how he must conduct himself, and the penalty imposed in war time for touching a drop of intoxicating liquor. Truth and the *esprit de corps* of the Marines seemed to be the theme of this oracle whom they call the "Daddy" of the Marine Corps. They all went up to him after it was over—all those who could get near him—just to shake hands and hear a few words more. A lot of the fellows who had lied when they enlisted went up to square themselves, and the Captain looked more like he might be their own father than either a Congressman or a Captain of Marines. He is a big man in stature as well as spirit. Even I, who have learned to respect the uniform of Marine officers with respect born of confidence and esteem, forgot that Denby was anything so formidable as a Captain, and I told him about you and your fight for the City Council last Fall. He put his arm around my shoulder and his face lit up with all the enthusiasm of a man who knows men and loves them from the bottom of his heart. This, I think, will prove to be one of the biggest experiences of my camp life, for then and there I resolved to be a Marine in every sense of the word, first, last, and all the time, and try to uphold the splendid traditions of the Corps.

Love to all,

BILL

Further on in his narrative General Catlin presents extracts from Captain (later Major) Denby's speech to the lads at Parris Island. We take the liberty of quoting two:—

"You will at the end of your training, I hope, find that you have learned four things supremely well—obedience, discipline, how to shoot well, and how to use the rifle with the bayonet. If you will have developed your bodies and made them strong, quick, and hard, and learn those four things, you will be Marines. All things else can be easily built upon that foundation, and all things else that you are required to learn are comparatively easy, once you have thoroughly mastered those four. Those are the four great elements of the foot soldier."

* * * * * * * * * *

"Then, too, remember this. There is no man of us but has left at home some woman. It may be a mother, a wife, a sister, a daughter, or only a girl. But there is some woman vitally interested in each one of us. Let me say to you that ours is the easy part, no matter what suffering or hardships we have to undergo. You come here to the island and you go through work that is hard and trying, but that only needs a man's spirit in a man's body. And all the while you are learning new things. You are learning the art of a soldier. Your bodies are being built up and there are things of interest constantly coming to your attention. And so it will be throughout all your service, until perhaps you find yourselves on the battlefields of Europe. Even there, amid the horrors of which we have read so much, you will find the curious joy and exaltation of battle. After the guns begin to roll and the first tremor of nervousness is over, you will find the lust of battle to possess you. You will want to get at the enemy. Every man who has ever been under fire knows what I mean. And if the white road of duty shall lead to the soldier's grave, after all, is that so terrible? You will never again have a chance to offer your lives in so noble a cause. All through your service you will have the pride and glory of the thought that you are offering all for humanity and for your country, and that is enough to make things seem easy. You may think me childish. Perhaps I am, but to me the sight of the flag takes the hurt and the pain out of most things. To me the flag seems like some beautiful spirit, lovingly brooding always over our ships at sea and our camps at home and the battle line of our men at war, the spirit of a nation looking down in sympathy upon its sons.

"They do not have that at home—our women. They only work and work and work for us, and then they pray. And pray for three things: First, that the war shall be soon over, and most earnestly may we join in that; and then that their men, whoever they may be, will come home again alive out of the struggle, and we can again join in that. But we cannot promise; that is on the knees of the gods, in the hands of fate. We may go home; we may not; we cannot control our destiny. And then they pray that, if we do come home, we shall come as clean and decent and upright and honorable gentlemen as we left—and we can do that. Nowhere in the world does a man stand more squarely on his own feet, to make or mar his character, than in the military service. We can go home clean if we want to. So remember always, if you want to go back worthy to look your women in the face, if you want to go back and have them glad you came and not sorry that some kindly bullet did not leave you on the field of honor over there—it is up to you, men; it is up to you."

COMRADE OF SAILOR AND MARINE.—Sergeant Edwin Denby, United States Marine Corps at Parris Island Recruit Depot. In the Spanish American War he was Gunner's Mate on the U. S. S. Yosemite. At the outbreak of the World War Mr. Denby, who had been a member of Congress from the first Michigan district for three terms, enlisted as a private in the Marine Corps. He passed through successive ranks to a majority. President Harding appointed Mr. Denby Secretary of the Navy in March, 1921.

SCENES AT PARRIS ISLAND. 1—The old dry dock. 2—The Lyceum. 3—Officers' quarters. 4—The main training station. 5—Tents and maneuver grounds beyond. 6—The target range. 7—It is a habit of the Marines to push. 8—Wall scaling. 9—A company street. Photos from Master Sergeant C. Hundertmark, formerly U. S. M. C., now 48th Inf., U. S. A.

Retreat. Parris Island Recruit Depot.

If Waterloo was won on the playing fields of England, Belleau Wood, Soissons, Thiaucourt, Blanc Mont and the east bank of the Meuse, were won on the drill grounds of Parris Island, Mare Island and Quantico. "The ultimate purpose of all military training is the battle. This purpose should always be kept uppermost in mind and all efforts should be directed to this end." Nowhere was energy more intensely devoted to vitalizing this maxim than at the Marine training camps.

A color company at the Recruit Depot, Parris Island.

The colors, Parris Island.

Bayonet exercise at Parris Island.

The pistol range, Parris Island.

SCENES AT QUANTICO RECRUIT DEPOT. 1—Brig. Gen. John A. Lejeune (later Maj. Gen.) was the assistant to the Major General Commandant from Dec 14, 1914, to Sept. 26, 1917, when he was transferred to Quantico, Va., to command the Marine barracks. Photo shows Gen. Lejeune and aides at Quantico early in 1918. 2—Machine gun company. 3—Marine artillery. 4—The Potomac at Quantico. 5—Lewis gun practice. 6—"On guard." 7—Presentation of colors at Quantico. 8—Retreat. 9—A Lewis gun crew

1—Aiming the Lewis gun. 2—Maneuvers at Quantico. 3—Disarming an adversary. 4—An anti-aircraft gun crew.

Maj. Gen. Gugliomotti of the Italian Military Mission applauds the Marines on review at Quantico so vehemently that it arouses the merriment of Maj. Gen. George Barnett, commandant. Standing with his arms folded is Col (later Brig. Gen.) Charles A. Doyen. Conversing with him is Col. (later Brig. Gen.) Smedley D. Butler.

The Secretary of the Navy and Col. Smedley D. Butler at Quantico.

Col. Doyen's 5th Regt. of Marines reviewed by Maj. Gen. Barnett the day the organization left for France, June 14, 1917. In rear of Gen. Barnett is Maj. Gen. Littleton W. T. Waller. Col. Doyen commanded the 5th Regt. from the date of its organization June 7, 1917, to October 29, 1917.

Detachments of the 5th Marines leaving Quantico for "Over There."

With cheers the 5th Regt., U. S. M. C., departs for France. Another year found them world famous.

Members of Col. Doyen's command just before disembarkation at St. Nazaire, June 26, 1917.

Landing on the docks at St. Nazaire.

The first formation on French soil.

Arrival of the Fifth Regiment of Marines at St. Nazaire. On June 14, 1917, the first expedition of American troops left the United States for France and the Fifth Regiment of Marines, embarked on the naval transports Henderson and Hancock, and the auxiliary cruiser DeKalb, formed approximately one-fifth of it. The DeKalb arrived at St. Nazaire, France, June 26, 1917, the Henderson on June 27, 1917, and the Hancock on July 2, 1917. On June 27, 1917, the Commanding Officer of the Fifth Regiment reported to the Commanding General, First Division, American Expeditionary Forces, and from that date the Fifth Regiment was considered as being detached for service with the army by direction of the President.

"Hommes 40. Chev
and other detached

"Hommes 40, Chevaux 8." The Fifth Regiment of Marines, less the Third Battalion, which remained behind to perform guard duty, and other detached units and officers, proceeded to the Gondrecourt training area. July 15, 1917.

The 5th Regt. was stationed in Menaucourt and Naix (Gondrecourt area). Some of its members are seen arriving at Menaucourt by truck.

The band of the Chasseurs Alpins, stationed at Menaucourt, played the "Star Spangled Banner" when the Marines came.

With flowers and cries of "Soyez les bienvenus!" the chil*dren of Menaucourt gre*eted the Marines.

The close freemasonry between kids and American fighting men.

MENAUCOURT in the Gondrecourt training area where the Fifth Regiment of Marines was billeted. "Training was carried on in this area under the direction of the Chasseurs Alpins, from July 23 to Sept. 7, 1917. This 'instruction with Chasseurs Alpins troops was started by a demonstration at their camp, some miles distant, of the various phases of attack and defense trench work.'" Inset (left): Lieut. Col. (later Brig. Gen.) Logan Feland, who had joined the Fifth Regiment June 27, 1917. Inset (right): Col. Charles A. Doyen, Commanding Officer, Fifth Regiment, in a French helmet.

"Une jolie demoiselle de Menaucourt."

Policing up at a wayside tap.

The entente at Menaucourt.

The regimental band.

Col. Charles A. Doyen (officer in center), Maj. Harry R. Lay (officer at left) and Maj. Frederic M. Wise (officer at right) at Menaucourt.

"Beaucoup des francs." The first pay day in France.

Divine service at Menaucourt conducted by Chaplain G. Livingston Bayard.

They weren't porcelain bowls but quite as satisfactory.

"Training and instruction in this early period consisted of various phases of attack and defense trench work; practice marches with full packs, tracing and constructing first-line trenches; assembling and dismounting machine guns and their nomenclature and repair; machine gun drills; Hotchkiss guns; automatic rifle instruction; pistol and rifle target practice; range finding; lectures on sanitation of billets and troops; first-aid instruction; grenade instruction; signal drill; close and extended order drills; swimming; wire entanglements; constructing dugouts and all types of trenches; obstacles, barbed-wire revetments, fascines, hurdles, etc.; night attacks; bayonet exercises; combat formations; and combat, approach and attack." *Maj. Edwin N. McClellan, U. S. M. C.*

Chasseur Alpin teaching a marine how to shelter himself.

Digging in.

Practice with the Chauchat automatic rifle.

Right in the heart.

1—On August 1, 1917, General Pershing inspected the First and Second Battalions of the Fifth Regiment at Menaucourt and Naix. Walking abreast of General Pershing is Colonel Doyen and at the extreme right is General Harbord, First Chief of Staff, A. E. F., who was later to command the Marines. 2—Color bearers of the Fifth Marines at Menaucourt. 3—Brig. Gen. Andre W. Brewster, Inspector General, A. E. F., inspects the Fifth Marines. 4—Marines standing inspection.

HOOVER WAR COLLECTION

Marine and poilus watching effect of shell fire from a ruined stable in a destroyed French town. Toulon sector, March 23, 1918. "The Toulon and Troyon sectors, between St. Mihiel and Verdun, were taken over by the entire Second Division, the troops holding in conjunction with the French. The Fourth Brigade of Marines, which had become a part of the Second Division, entered the Toulon sector on March 15, 1918, with Brigade headquarters at Toulon, north of Souilly, under command of the French, where it remained until April 1, 1918." *Maj. Edwin N. McClellan, U. S. M. C.*

Marine receiving first aid before being sent to hospital in rear of trenches, Toulon sector, March 22, 1918.

To the Fifth Marines was assigned the sub-sector, Montgirmont-Les Eparges, part of the Verdun front, the Regimental Post of Command being located at P. C. Ravin. During the occupation of the sub-sectors on the Verdun front every battalion of the Fourth Brigade served in the front line, sending out patrols each night and at times raiding parties, occupied machine gun positions, established listening posts, built telephone lines and established first aid stations.

Marine sentinel on guard during gas attack, March 27, 1918

Brig. Gen. Doyen, accompanied by the Brigade Adjutant, Maj. H. M. Smith (left) and the commanding officer of the battalion occupying the advanced position, made an inspection throughout the trenches in the sub-sector occupied by the Marines, March 22, 1918. The part of the line where this photograph was taken was commanded by Lt. Col. F. M. Wise (right). Gen. Doyen covered eight miles of trenches that day.

1—Marines bury comrades with military honors at P. C. Moscou, April 12, 1918. 2—A gas alarm at P. C. Moscou, April 20, 1918. 3—Brig. Gen. Doyen at P. C Moscou, April 20, 1918. On April 25, 1918, Gen. Doyen assumed command of the Northern Sector, comprising the sub-sectors of Moulainville and Ronvaux. The French brigade occupying this sector with the Marine Brigade moved to another sector. 4—Mail was delivered direct to the dugouts. P. C. Moscou, April 17, 1918

1—Marine (6th Regt.) transporting carrier pigeons to trenches in order to send messages back to headquarters when all other forms of communication were interrupted. Sommedieue, April 30, 1918. 2—A toast to the Allies. P. C. Moscou, April 16, 1918. The censor at the Army War College withheld this photograph during the war. 3—Marines of the Sixth Regiment at mess. Sommedieue, April 29, 1918. 4—Camp Chiffoure, P. C., Moscou.

GAS. Members of the Sixth Regiment of Marines in the Verdun sector responding to a gas alarm, April 30, 1918. "On April 12, 1918, the Sixth Regiment had received its first heavy losses when the 74th (A) Company, First Battalion, then in reserve at Camp Fontaine St. Robert, was heavily shelled, the majority of the shells being gas. The enemy fire was extremely accurate, catching the men in their billets before they had a chance to escape. All officers were evacuated in a serious condition and about two hundred and twenty men were also affected by the gas, forty of them dying later as a result of this first severe bombardment." *Major E. N. McClellan, U. S. M. C.*

1—Colonel Manus McCloskey, commanding officer, 12th F. A., 2nd Div., at Verdun, April 30, 1918. The 12th F. A. was the immediate and main artillery support of the Marines in all their actions in France. A very fine relationship existed between the Marines and the 12th F. A. Col. McCloskey later was appointed a brigadier general and assigned to command the 152nd F. A. Brig., 77th Div. 2—Burros used by men of the 6th Marines to carry food to the trenches. Verdun sector, April 30, 1918. 3—"Taps," canine mascot of the Marines, being fitted with a new gas mask. Verdun sector, April 30, 1918. 4—Dispatch rider leaving headquarters of Sixth Marine Regiment. Sommedieue, April 30, 1918.

Bomb-proof dugouts at Sommedieue used as headquarters of the Sixth Regiment of Marines, April 30, 1918.

Men of the Fifth Regiment of Marines passing through Sommedieue, May 11, 1918, on their return from the trenches. Inset: Brig. Gen. James G. Harbord who assumed command of the Fourth Brigade of Marines, May 7, 1918. Gen Harbord succeeded Gen. Doyen who had been ordered to the United States on account of his physical condition. Gen. Doyen's departure was deeply deplored. In a letter to him Gen. Pershing said in part: "Your service has been satisfactory and your command is considered one of the best in France. I have nothing but praise for the service you have rendered in this command." Gen Harbord wrote to Gen. Doyen: "I assure you that it is with very genuine regret that I find myself in a way to inherit your fine brigade at the expense of the American Expeditionary Forces losing you. Your brigade has always set a pattern of soldierly excellence and has been a pride to us all."

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GALVANIZING

THE BATTLE OF BELLEAU WOOD

"The Gettysburg of the War"—General John J. Pershing. "For the United States, the Biggest Battle Since Appomattox and of the Greatest Magnitude of Any Engagement That American Troops Had Ever Had With a Foreign Enemy. Not in the Revolution, the Mexican War or the Spanish Conflict Had as Many Soldiers Participated in a Single Engagement."

BY MAJOR EDWIN N. McCLELLAN, OFFICER IN CHARGE, HISTORICAL SECTION, U. S. M. C.

THAT a possibly fatal upset of psychological values did not occur in favor of the Germans in June, 1918, was due to the wonderful refusal of the Marines, and the other troops of the American Second Division, to recognize a superiority which had been so impressively demonstrated by the Germans in 1918 over the Allies.

If the subsequent successes of the American soldier had anything to do with the final military result of the war, the month of June saw the passing of the mental and spiritual superiority and initiative from Teuton to Allies. There comes a grand moment in every struggle when the mind of one opponent concedes superiority. This may be long before the inevitable decision, but such a moment there is. In the World War, heavy blows were struck and ghastly losses inflicted even after this recognition by the Germans that the fighting quality of the American soldier—as typified by the American Marines—was too huge an obstacle to surmount or to pass around.

General Pershing wrote that "during the first days of June something akin to a panic seized the city [Paris], and it was estimated that 1,000,000 people left during the spring of 1918." There is abundant evidence that everybody believed that Paris was lost unless some saving factor intervened.

Imagine, if you will, what would have happened, had the Marines and the remainder of the Second Division troops failed at that time. The psychological effect, diffusing through the German armies, would have galvanized the Germans into an irresistible force and at the same time rendered the morale fibre of the Allies more flabby than ever. Public opinion would have been conclusively confirmed that German propaganda, as to the inferiority of the American soldier, was a fact. The Germans had orders that the Americans must be prevented from gaining any advantage regardless of cost and their disappointment over the American successes produced a feeling of utter hopelessness.

GALVANIZING ALLIED MORALE

It was not that these Americans, as General Pershing said, saved Paris, but that the sacrificial successes of an unknown quality—the American soldier—resuscitated the jaded spirit of the Allies and vivified the will to win. As a result of these victories the soul of the Allies was revived and that of the Germans chilled with despair The effect was a double gain for the Allies. From then on the Germans realized that their efforts would be futile. The British no longer fought with their "backs to the wall," and the French, with Paris saved, and with reborn hope and faith in the Americans met the subsequent German offensives with a rejuvenated morale. The last two offensives of the Germans were met by the Allies inspired with a

MAJOR E. N. McCLELLAN

knowledge that they possessed a new and powerful reserve, and this knowledge was a vital factor in the final result.

The year 1918 saw the Western Front in France, like a huge wall of rubber, bend in five places to its elastic limit, then snap back and move northward until it rested in Rineland.

Get out your map of Europe and note carefully the towns of Ypres, Armentieres, Arras, Amiens, Noyon, Montdidier, Soissons, Rheims, and Chateau-Thierry, for with these located you will be able to review intelligently the frantic efforts between March and July, 1918, of the Germans to bring the war to a successful conclusion in their favor.

Stopped before Amiens, after a mad rush in March of thirty-five miles across the old Somme battlefield, the Germans rested for a breathing spell; then, with interior communications working smoothly, the pushing weight was shifted in April to bend the line in demoralizing fashion along a twenty-five mile front farther north in the vicinity of Armentieres, the loss of Passchendaele Ridge gassing morale; next, on May 27th came the third and mightiest bending of them all and the supreme surprise of the war, in the Marne Salient.

The stands of our Allies in holding the first two pushes of the Germans near Amiens and Armentieres were grand, and the fourth and fifth defenses near Noyon and Rheims were superb, but it was in this third defensive in the Marne Salient in June that the Marines and the Second Division met the Teuton at the flood and turned the tide.

SAVING PARIS

General Pershing reported that the Second Division "on the morning of June 1, was deployed across the Chateau-Thierry-Paris Road near Montreuil-aux-Lions in a gap in the French line, where it stopped the German advance on Paris."

The President of the United States said: "Our redoubtable Soldiers and Marines had already closed the gap the enemy had succeeded in opening for their advance upon Paris—*had already turned the tide of battle back toward the frontiers* of France and begun the rout that was to save Europe and the World. Thereafter the Germans were to be always forced back, back; were never to thrust successfully forward again." On another occasion the President wrote: "We are intensely proud of their whole record, and are glad to have had the whole world see how irresistible they are in their might when a cause which America holds dear is at stake. The whole nation has reason to be proud of them."

One who was in France during the week preceding the Battle of Belleau Wood, "the most anxious and gloomy period of the entire war," wrote: "It is the general impression that the tide of victory set in

with Marshal Foch's splendid movement against the German flank on July 18th [Aisne-Marne Offensive]. That movement, it is true, started the irresistible sweep of the wave which was destined to engulf and destroy the hideous power of Prussianism. But the tide which gathered and drove forward the waters out of which that wave arose had turned before. It turned with and through the supreme valor of our Marines and other American troops in the first battle at Chateau-Thierry and at Belleau Wood, *in the first week in June*."

Colonel De Chambrun and Captain De Marrenches, two French officers, wrote: "An American journal of operations now before us estimates that the commencement of the German withdrawal on July 18th was a direct consequence of the action above-described. [Capture of Hill 142, Bouresches, Belleau Wood and Vaux.] There is excellent reason to sustain this opinion."

"GETTYSBURG OF WAR"

"The Gettysburg of the war has been fought!" exclaimed General Pershing at Headquarters of the Second Division located at Montreuil-aux-Lions during the fateful month of June in the year 1918, and as events turned subsequently this ejaculation of the American Commander-in-Chief was prophetic.

If you had asked the French in May, 1918, whether the Germans would ever attack between Rheims and Soissons, they would have laughed, politely, no doubt, but laughed nevertheless. Yet the German did hurdle *Chemin-des-Dames* and in four days had marched thirty-five miles toward Paris. His line started on a twenty-two mile front between Soissons and Rheims and a dagger-like salient was directed at the heart of Paris with the east blade touching the Marne and the point resting at Les Mares Ferme. This farm is about two and one-half miles west of and nearer Paris than Bois de Belleau, which is about five miles nearer Paris than Chateau-Thierry.

The first two offensives made such inroads upon French and British reserves that defeat was inevitable unless the American troops should prove available and capable. General Pershing, on September 1, 1919, one and a quarter years after the event, reported that this seemingly irresistible offensive was "directed towards Paris" and that the plan of the German military mind was to use the Marne River as a defensive flank in the route to that city. At any rate the Germans never undertook a direct offensive along the Paris-Metz road through Chateau-Thierry but occupied that town, swung to the west of it and descended perpendicularly toward the road from the north. In view of this it is evident that the Germans wasted no great energy in any attempt to cross the Marne at Chateau-Thierry.

As a matter of historical record no Marine ever fought in Chateau-Thierry during the month of June, 1918, because every one of them was occupied in blocking the German in his effort to reach Paris over a route to the westward of that town through Belleau Wood. In this connection it might be explained that the name Chateau-Thierry was made prominent not because of any heavy fighting in it but because it was the nearest well-known town to Belleau Wood, in and around which occurred important operations and tragic losses. Since this fact has become generally known the names "Battle of Belleau Wood" or "Marne Salient" have to a great extent supplanted the name "Chateau-Thierry."

THROWN ACROSS GAP

In a paragraph here is what happened. On Decoration Day, the Second Division, including the Marine Brigade located in the vicinity of Chaumont-en-Vexin, northwest of Paris, under orders to enter the lines in the vicinity of Montdidier, received imperative orders to swing to the south and place themselves between Paris and the rapidly advancing Germans. By hiking and by use of all kinds of transportation the Soldiers and Marines passed through the suburbs of Paris, established a line early on June 1st across the Paris-Metz road near Le Thiolet, "in a gap in the French line, where it stopped the German advance on Paris." (Pershing.)

Of the fighting at this time, which had such resuscitating results, certain events stand forth most prominently: the wonderful defensive fighting from June 1 to June 6th, including the eventful Les Mares Ferme incident—the capture of Hill 142—the six "Iron and Blood" attacks in Belleau Wood, including the spectacular capture of Bouresches, ending on the 26th of June with Shearer's historic message—and the capture of Vaux (by the Third Brigade).

The Fourth Brigade of Marines fought throughout the war as one of the two infantry brigades of the magnificent Second Division. The first commanding general of this division was Brigadier General Charles A. Doyen of the Marines; it then was commanded in turn by Major General Omar Bundy in the Battle of Belleau Wood; by Major General James G. Harbord at Soissons; and last by Major General John A. Lejeune of the Marines, in the Marbache Sector, St. Mihiel Offensive, Battle of Blanc Mont Ridge, Meuse-Argonne Offensive, including the crossing of the Meuse River and throughout the time it was a part of the Army of Occupation in Germany.

The Marine Brigade consisted of the Fifth Regiment, which had landed in France among the first arrivals of the American Expeditionary Forces, the Sixth Regiment, and the Sixth Machine Gun Battalion.

CREDIT TO OTHER ELEMENTS

Tribute is here paid in the fullest sense that can be expressed in a single sentence to the other elements of the Second Division, from every standpoint the leading division of the American Expeditionary Forces.

These troops were the Ninth Infantry, the Twenty-third Infantry, and the Fifth Machine Gun Battalion, of the Third Infantry Brigade; the Twelfth, Fifteenth and Seventeenth Field Artillery, and Second Trench Mortar Battery, of the Second Field Artillery Brigade; the Second Engineers, Fourth Machine Gun Battalion, First Field Signal Battalion, Second Headquarters Train and Military Police, Second Ammunition Train, Second Engineer Train, Second Supply Train, and Second Sanitary Train.

The Bois de Belleau has been described as "a rocky elongated knoll a mile long and a half mile wide" and also likened to the turretted castle of the Engineers' insignia. Another description has pictured it as a huge bear sitting upright on his haunches, his muzzle pointing west. The view from the outside of this vast mass nearly rectangular in shape, gives the impression that the whole area is covered with boulders. This is due to the fact that the outcropping of the huge boulders exists where the ground drops away from the general elevations of the wood to the flats immediately surrounding it. At nearly every point the wood rises very sharply from the surrounding fields, with a mass of underbrush covering the mightiest sort of rock formation, and traversed by ravines and gullies. The short, thick growth is most pronounced in the area without boulders, while in many parts lofty trees were growing. In other parts the brush was so thick that men could pass unnoticed within a few feet of each other. Due to the undergrowth it would be most difficult to exercise command of even a small unit and keep a formation. This topography lent itself excellently to machine gun positions and nests and such are difficult to reduce even with heavy guns. The Germans had taken advantage of the natural strength of this position and had organized it artificially with method and rapidity.

The "Battle of Belleau Wood," as General Pershing officially called it, was for the United States the biggest battle since Appomattox and of the greatest magnitude of any engagement that American troops had ever had with a foreign enemy. Not in the Revolution, the Mexican War, or the Spanish conflict, had as many soldiers participated in a single engagement. (Simonds.)

"THE FLAMING TEST"

"Belleau Wood! To American ears the very name has in it a resonant clangor, like the name of Waterloo or Verdun, which stirs recollections of days big with fate:" wrote Captain Hanson in the *American Legion Weekly*, "days when the armies of civilization were reeling before the blows of their enemies and when the people of the United States waited breathlessly for the advance guards of their own armed hosts, treading for the first time the soil of Europe, to prove alike to doubting friend and foe the courage, the perseverance and the irresistible audacity which they well knew the soldiers of their race would display when put to the flaming test on the field of battle."

The Germans had been prompt to recognize the value of Belleau Wood as a place of concealment for the assembly of infantry and machine guns to continue their advance on Paris. It had the protection of their artillery, placed in concealed positions to the north. The border of the forest facing the Americans extended for about 1,100 yards, concealing behind its thick screen of foliage many clearings and hollows overgrown with brush and undergrowths; scattered among these thickets were to be found large rocks and boulders which offered veritable strongholds on which the enemy had mounted machine guns and under which he had installed shellproof retreats in the form of natural caves and grottoes.

The order signed by the Commanding General of the French Sixth Army, June 30, 1918, which changed the name of the *Bois de Belleau* to the *Bois de la Brigade de Marine*, describes this wood as "the important stronghold of Belleau Wood." while the citation of the Fourth Brigade in French Army Orders, October 22, 1918, states that it was "extremely difficult ground," and that the Marines seized "two strongholds of paramount importance: The village of Bouresches, and the strongly fortified position of Belleau Wood."

IMPORTANCE OF BELLEAU WOOD

A successful attack from it would result in a capture of the Paris-Metz road, the main source of supply, and compel the Allies either to fight with their backs to the Marne or cross it with probable disastrous results. Its possession by the Germans was essential since it afforded a direct route to the Paris-Metz road behind a screen of rocky thickets, cover to the road leading from Chateau-Thierry to Soissons, and a pivot of manoeuvre for a movement southward through Gandelu.

The French considered it necessary that the Bois de Belleau, Hill 142, and Bouresches be captured and issued orders to advance the line whenever opportunity offered. General Degoutte saw the importance of Belleau Wood and was in full accord with the desire of the Americans to capture it as soon as possible. General Harbord and the Marines believed that its capture was absolutely necessary, and, although that question was not decided by them, they undertook its capture in obedience to orders from Headquarters of the Sixth French Army with which General Harbord was in strong sympathy.

If the complete story of how the Marines and the rest of the Second Division managed to get from near Chaumont-en-Vexin to the vicinity of Belleau Wood is ever written, it will be an epic. Arrive there they did, however, and ready to go into the line. There was a hole in the Allied line it is a fact. Efforts to stop the gap had failed. Could the Marines and Soldiers prove more successful? Could the menacing wedge of the Germans along the Paris-Metz Road toward Paris be blocked? History contains nothing more splendidly affirmative than the satisfying answers that the American Marines and Soldiers made to these two very big questions.

When the Fourth Brigade of Marines arrived in the Marne Salient, the sector which it took over was occupied by the 21st French Army Corps under command of General Degoutte and belonged to the Sixth French Army. General Degoutte assumed command of the Sixth French Army and was succeeded in command of the 21st Corps by General Naulin on June 15th. The 21st Corps was replaced on June 21st by the 3rd Corps under General Lebrun. Major General Omar Bundy commanded the American Second Division.

HARBORD IN COMMAND

Brigadier General James G. Harbord, U. S. Army, having assumed command of the Fourth Brigade of Marines on May 7, 1918, continued in command of the Brigade during the entire period in which the Marines were engaged in the Aisne defensive and during the subsequent operations in the Marne Salient.

Brigadier General Harbord's staff consisted of Major Harry R. Lay, U. S. Marine Corps, Adjutant; Major Holland M. Smith, U. S. Marine Corps, Liaison and Intelligence Officer; First Lieutenant Fielding S. Robinson, U. S. Marine Corps, Aide; Second Lieutenant Richard N. Williams, 2nd U. S. Army, Aide; from June 1 to 4, 1918, Second Lieutenant Claggett Wilson, U. S. Marine Corps, acted as personnel liaison officer between Brigadier General Harbord and General Degoutte; Second Lieutenant Carl R. Dietrich, U. S. Marine Corps, Aide and Historian, from June 28, 1918, prior to which date Lieutenant Dietrich performed similar duties as an enlisted man; Quartermaster Clerk Thomas Dorney, and Sergeant Major William J. Geary, who, on June 25, 1918, was "killed in action at Bois de Belleau, France, by shell fire, while leading a platoon against the enemy."

OFFICERS WHO LED MARINES

Colonel Wendell C. Neville was in command of the Fifth Regiment, with Lieutenant Colonel Logan Feland second in command; Captain George K. Shuler was Adjutant and Statistical Officer of the Fifth Regiment; Major Julius S. Turrill, commanded the First Battalion of the Fifth Regiment; Lieutenant Colonel Frederic M. Wise was in command of the Second Battalion, Fifth Regiment, until June 22, 1918, reporting to the School of the Line Langres, on June 23, 1918; Major Ralph S. Keyser relieved Lieutenant Colonel Wise in command of the Second Battalion, Fifth Regiment, on June 23, 1918, continuing in command during the remainder of these operations; Major Benjamin S. Berry was in command of the Third Battalion, Fifth Regiment, until he was severely wounded in action on June 6, 1918, being relieved on that date by Major Maurice E. Shearer, who retained command of the battalion throughout the remainder of this period; Captain Henry L. Larsen was in command of the Third Battalion, Fifth Regiment, for a short time on June 6, 1918, between the time Major Berry was wounded and the time that Major Shearer assumed command.

Colonel Albertus W. Catlin commanded the Sixth Regiment until he was seriously wounded in action on June 6, 1918, being relieved on that date by Lieutenant Colonel Harry Lee, who retained command of the regiment during the remainder of the operations; prior to assuming command of the Sixth Regiment, Lieutenant Colonel Lee was Second-in-Command of the Sixth Regiment, "Regimental Strategy Officer," and "Adviser to Regimental Commander"; Lieutenant Colonel Hiram I. Bearss joined the Sixth Regiment from Headquarters Second Division on June 13, 1918, and assumed the duties as Second-in-Command; Major Frank E. Evans was the Adjutant of the Sixth Regiment; Major Maurice E. Shearer was in command of the First Battalion, Sixth Regiment, until he was relieved by Major John A. Hughes on June 5, 1918, Major Shearer being transferred to the Fifth Regiment, and taking command of the Third Battalion on June 6, 1918; Major Hughes was gassed on June 14, 1918, and was relieved in command of the First Battalion, Sixth Regiment, on June 15, 1918, by Major Franklin B. Garrett, who retained command throughout the remainder of the operations; Major Thomas Holcomb was in command of the Second Battalion, Sixth Regiment, during the entire period of the operations in the Marne Salient; Major Berton W. Sibley commanded the Third Battalion, Sixth Regiment, during the period of these operations.

Major Edward B. Cole commanded the Sixth Machine Gun Battalion of Marines until he received a mortal wound on June 10, 1918, when he was relieved by Captain Harlan E. Major; on June 11, 1918, Captain Major was relieved in command by Captain George H. Osterhout Jr., who retained command until relieved by Major Littleton W. T. Waller, Jr., on June 21, 1918; Major Waller retained command of the Sixth Machine Gun Battalion of Marines during the remainder of these operations.

HARBORD MADE MARINE

About the middle of June, 1918, Brigadier General Harbord was making his daily visit to the Headquarters of the Fifth Marines and Colonel Neville, handing him a pair of Marine Corps collar devices, said: "Here, we think it is about time you put these on." Brigadier General Harbord in describing the incident, said:

"You, knowing Brigadier General Neville's gruff manner, can realize just how he said it, and it is needless to say that I was as much thrilled by his brusque remark and his subsequent pinning them on my collar the next few minutes as I have ever been by any decoration of the several that have come to me. I wore those Marine Corps devices until after I became a Major General, and I still cherish them as among my most valued possessions. I think no officer can fail to understand what that little recognition meant to me, an Army officer commanding troops of a sister service in battle. It seemed to me to set the seal of approval by my comrades of the Marine Corps, and knowing the circumstances, it meant everything to me."

Again General Harbord wrote: "I have many times said that when the end of my life comes there will probably be no portion of it which will be of more pride and satisfaction to me than the few months in which I had the honor to command a Brigade of your gallant Marines."

Picture the long dusty road from LaFerte, through Montreuil-aux-Lions to Chateau-Thierry, packed with troops. The Germans had met some piece-meal resistance by the French but this did not stop the mechanical advance as it flowed nearer Chateau-Thierry and diffused over a large area. Then the Second Division arrived and reported to General Degoutte. The French were inclined to continue the piece-meal defense but the American arguments prevailed and a line, a thin line maybe, but a line nevertheless, was established.

LINE ESTABLISHED JUNE 1

The Germans held Chateau-Thierry and Hill 204, which gave them command of the Paris-Metz road

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battalion attacked at 5:00 p. m., clearing Belleau Wood of the last German early the next morning.

On the night of June 13-14, the sector of the Fourth Brigade of Marines was shortened, the new front of the Brigade including Bois de Belleau to Champillon Brook. This gave up the line Bouresches to Triangle Farm to the Third Brigade.

For a few days, about the middle of June, the Seventh Infantry of the Third Division temporarily relieved elements of the Fourth Brigade of Marines in Belleau Wood but no advances were made during this period. Colonel Neville retained command of the woods while this Infantry Regiment was stationed in it.

On June 25th the following Battalions were in line: 2d Bn., 5th Marines (Keyser); 3d Bn., 5th Marines (Shearer); and 3d Bn., 6th Marines (Sibley); with Major Shearer's battalion occupying that part of the line included in the northern tip of Belleau Wood. The attack in the north end of the Bois de Belleau by Shearer's Battalion commenced at 5:00 p. m., the 25th, after a heavy artillery preparation, and on the morning of the 26th Major Shearer sent in that now famous message "Woods now U. S. Marine Corps entirely." The message included in the report "our lines now include the entire Bois de Belleau." General Pershing and the French Corps Commander warmly congratulated the Marines on this final success. It is quite probable that the French idea of renaming the Bois de Belleau, *Bois de la Brigade de Marine* was originally suggested by Major Shearer's historic message.

4,643 CASUALTIES

During these twenty-six days of constant fighting 28 officers and 1,007 enlisted Marines met death in battle and additional casualties were suffered amounting to approximately 3,608. It was that fighting and those 4,643 casualties that first made the name Chateau-Thierry famous.

The achievements of the Marines in the Chateau-Thierry Sector were twice recognized by the French. The first, which changed the name of the Bois de Belleau, was a beautiful tribute spontaneously made to the successes and to the losses of the Fourth Brigade of Marines, and shows the deep effect that the retaking of Belleau Wood and other nearby positions from the Germans had on the feelings of the French and the morale of the Allies. Official maps were immediately modified to conform with the provisions of the order, the *plan directeur* used in later operations bearing the name "Bois de la Brigade de Marine." The second recognition by the French of the Marines' work, comprised citations of the Fourth Brigade, Fifth and Sixth Regiments and Sixth Machine Gun Battalion. This citation was one of the two upon which the French Government based its award of the Fourragere, in the colors, of the Croix de Guerre, to these organizations.

The Mayors of the Meaux District sent their official thanks to the Second Division and Marines; Marshal Foch sent his "love and congratulations on their fine work" to the Marines; General Pershing commended and congratulated the Marines several times and also referred to the battle as the "Gettysburg of the War;" the President of the United States recognized the results of their success in public utterances, and Premier Clemenceau congratulated and thanked the Marine Brigade; captured German documents showed that the enemy rated the Marines very highly as shock troops; the press of France, of the British Isles, and of the United States were flooded with praise that reflected the psychology of the Marines' sacrifices and successes; the American and French Corps Commanders, the Commanding General Second Division, the Commanding General of the Twenty-sixth Division, the British Royal Marines, and the Commanding General of the French Sixth Army all commended the Marines' gallantry in the fighting of June, 1918.

HONORS

In addition to the many foreign decorations, (such as seven French Legion d'Honneur, six French Medaille Militaire and about 450 French Croix de Guerre, awarded to the Marines for heroism and gallantry during the operations in the Marne Salient between June 6th and July 1st, 1918), one enlisted man was awarded the Medal of Honor—the first awarded to any person in the American Expeditionary Forces—the Army Distinguished Service Medal was awarded to Brigadier General Harbord, Colonel Neville, Lieutenant Colonels Feland and Lee and 48 Marine officers and 100 enlisted men were awarded the Army Distinguished Service Cross. The Navy also awarded three Distinguished Service Medals and 148 Navy Crosses.

During the night of July 5-6, 1918, the units of the Brigade were relieved and moved to an area in rear of the lines and occupied what was known as the Line of Defense or Army Line, in the expectation of a threatened large scale German offensive. Brigade Headquarters and Headquarters of the Sixth Machine Gun Battalion were at Nanteuil-sur-Marne; Headquarters of the Fifth Marines was at Crouttes and that of the Sixth Marines at Pisseloupe. The Brigade remained in this area until July 16, 1918.

The subsequent operations of the Marines in the Aisne-Marne Offensive near Soissons, in the St. Mihiel Offensive, at the Battle of Blanc Mont in the Champagne, in the Meuse-Argonne, including the heroic crossing of the Meuse under murderous enemy fire, were all of a larger scale of fighting than that in June. Despite this fact, the significance of that stand at *Les Mares Ferme*, of the renaming of Belleau Wood by the French, and of the turning of the enemy tide as it bore toward Paris, is so important that the fame of the Battle of Belleau Wood will live as long as the French nation.

MARINES STOP GERMANS AT LES MARES FARM, POINT NEAREST PARIS REACHED BY ENEMY IN 1918.

BY MAJ. E. N. McCLELLAN, U. S. M. C.

IN view of the fact that it was at Les Mares Farm that the Germans reached the nearest point to Paris in their third 1918 offensive, the details of the fighting by the 55th Company, Second Battalion, Fifth Marines, under the command of Captain John Blanchfield, around that historic spot, will be set forth.

On June 2, 1918, the 55th Company received orders, with the rest of the Second Battalion, Fifth Regiment, which was bivouacked near Pyramides Ferme, to proceed through Marigny and take up a position about one and one-half kilometres northeast of the town. They stated that the French, a few kilometres ahead, were slowly falling to the rear, and directed the Second Battalion to form a line of resistance which was to be held until the last.

The companies of the Second Battalion went up separately, as the battalion was to cover a large front and the German artillery was very active. The 55th Company was halted in the woods just above the town of Champillon, while the officers went forward to reconnoitre the ground to be occupied by the company. It was then about 4 p m., and the German artillery suddenly increased, the barrage being plainly visible as it moved up the valley by Bussiares and Torcy.

A number of French soldiers passing to the rear along the Champillon-Bussiares road, stated that the Germans were right behind them. A runner was sent back with orders to bring up the company on the double. A skirmish line was formed, the right of the company touching and covering the Champillon-Bussiares road, and its left resting at Les Mares Farm.

A few French stragglers kept breaking through the line established, and all said that the Germans were just on the other side of the hill (Hill 165). However, nothing was seen of them that afternoon and as darkness was coming on and their barrage had ceased, it was judged that the Germans had gained their objectives and would come no further that day.

The Marines dug in along the line they had taken up and placed their automatic rifles in the most effective positions, as they had no machine guns with the company. On the right the 55th Company was connected with the 51st Company, but on its left there was a gap of some five hundred yards between the farm and the edge of Bois de Veuilly where the 43rd Company was, and, as the company front was so large, no men could be spared to fill this gap. That night the shelling around Les Mares Farm was quite heavy, but there was no infantry action.

On June 3, 1918, the 55th Company was under a heavy shell fire all the morning by the German guns. As the American artillery had not yet arrived, and the French "75's" were being moved back there was very little retaliating fire.

An outpost of some ten Marines was placed about three hundred yards in advance of the lines on a small knoll which commanded an excellent field of fire and their orders were to hold until the enemy's fire became too hot, then to drop back to the line of resistance.

About 5 p. m., June 3, 1918, the barrage increased and the Germans attacked in a very open formation, preceded by scouts. The outpost opened on them and a little later the left of the line became engaged. The Germans set machine guns up in the woods opposite the outpost and worked around to its right. Their machine gun fire became quite intense, several casualties occurring, so the outpost fell back to its place in the American line. It is believed that a number of German casualties resulted and that the fire of the Marines surprised and confused them.

Meanwhile, a strong attack was being made on the Les Mares Farm. The Marines had no machine guns to aid them, but their rifle fire was exceptionally fine, each man aiming coolly and deliberately and not a German got closer than a hundred yards of the line.

After what appeared to be the first two waves had fallen, the third turned back and commenced to work around to the left of the company and rear of the farm. Some French stragglers had been placed in this gap between the 55th Company and the 43rd Company, but these all dropped back some three or four hundred yards, apparently thinking that the farm had been taken by the Germans.

Part of a platoon was brought up from the extreme right of the line and was placed so as to protect the left flank. In front and on the left of the Les Mares Farm was a wheat field under cover of which the Germans worked around the Marines. Intermittent machine gun and rifle fire continued until dark.

During the night German patrols came close to the American lines and the patrols reported that a number of Germans had come up and were in the Bois des Mares and also in the Bois de Baron. They further reported that the Germans were "digging in" in the wheat field around the farm. The 55th Company was reinforced by some men of the Headquarters Company, and several machine guns which strengthened the lines greatly.

On the morning of June 4, 1918, a number of Germans were seen filtering over the crest of Hill 165, and into the Bois des Mares. This was reported to the artillery, which had come up in the night, and it shelled Bois des Mares and the Bois de Baron heavily all day. Snipers had been placed in the farm house and were active during the day, as the Germans were continually moving around in the wheat field.

About 2 p. m. a lookout reported that he thought the Germans were trying to set up a machine gun, as he heard digging close by. Corporal Francis J. Dockx volunteered to go out and investigate the noise. He took three men with him and was later reinforced by Gunnery Sergeant David L. Buford and two more men. After crawling about fifty yards through the wheat field they ran into a patrol of about thirty men and two machine guns. The patrol was completely surprised by the Marines, who opened up with their automatics, the gunnery sergeant personally killing seven. Those that jumped up and ran for a clump of woods in their rear were picked off by snipers, only four or five getting back to their lines.

One of the machine guns was disabled and the other brought back with several wounded prisoners. Corporal Dockx and one other man were killed in taking the machine guns. Another attack was expected that afternoon, but it did not materialize as the artillery put down a heavy and complete barrage.

All was quiet that night, and it is believed that the enemy withdrew from the immediate front of the 55th Company.

Nothing important occurred during June 5, 1918, and the 55th Company was relieved that night by the French, and proceeded to a support position for the attack the following day.

Captain John Blanchfield, commanding the 55th Company, Fifth Regiment, was mortally wounded on June 6, 1918, the citation awarding him a Distinguished Service Cross reading: "He demonstrated exceptional ability in organizing his line at Chateau-Thierry, France, June 6, 1918, and showed heroic leadership in holding it under violent attack. His company successfully repelled two assaults by superior forces, in the second of which he was mortally wounded."

As time goes on and perspective clarifies, that little stand at Les Mares Ferme, seemingly at the time as but an unimportant part of that larger operation, designated the Aisne Defensive, which frustrated the Germans in their last effort to gain Paris, will take its place in history as the point nearest Paris reached by the Germans during the period of the World War participated in by America.

The Mairie, Montreuil-aux-Lions. Headquarters 2d Div., June 1, 1918. During morning of same day headquarters of Fourth Brigade of Marines was established in this town also—for half an hour in an automobile.

La Voie du Chatel, P. C., Sixth Marines, June 1, 1918.

La Loge Farm. On June 4, 1918, the Fourth Brigade of Marines changed its headquarters to La Loge Farm.

Brick kiln, near Le Thiolet, just behind the line taken up by the Marines on June 1, 1918.

Lucy-le-Bocage, in mid-ground; Ravin St. Gobert in foreground; on horizon the high ground held by Germans. The first field order to be sent from the Headquarters, Fourth Marine Brigade, Issonge Farmhouse, June 1, 1918, was: "Second Bn., 6th Marines, in line from Le Thiolet through Clarembauts Woods to Triangle to Lucy. Instructed to hold the line. 1st Bn., 6th Marines, going into line from Lucy through Hill 142. 3d Bn. in support at La Voie du Chatel, which is also P. C. of 6th Marines. 6th M. G. Bn. distributed at line—Harbord." Inset: Col. A. W. Catlin, 6th Marines, who was wounded north of Lucy-le-Bocage, June 6, 1918.

Ground over which the First Battalion, Fifth Marines, advanced on June 6, 1918, to capture Hill 142. Inset: Gunnery Sergeant Charles F. Hoffman, 49th Company, Fifth Regiment, U. S. M. C., who was the first member of the Marine Corps to win the Congressional Medal of Honor during the World War. His citation follows: "For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy near Chateau-Thierry, France, June 6, 1918. Immediately after his company had reached its objective on Hill 142 several hostile counter attacks were launched against the line before the new position had been consolidated. Sergt. Hoffman was attempting to organize a position on the north slope of the hill when he saw 12 of the enemy, armed with five light machine guns, crawling toward his group. Giving the alarm, he rushed the hostile detachment, bayoneted the two leaders and forced the others to flee, abandoning their guns. His quick action, initiative *and courage drove* the enemy from a position from which they could have swept the hill with machine-gun fire and forced the withdrawal of our troops."

No Man's Land as viewed from the lines established by the First Battalion, Fifth Marines, after Hill 142 was captured on June 6, 1918. "At 3:45 a. m. (June 6) the 1st Bn., 5th Marines, in conjunction with the French 167th D. I. on its left, attacked in the direction of Torcy. The attack was successful and the enemy's line on Hill 142 was penetrated to a depth of one kilometre and the position was being consolidated by 7:00 hours." *Journal of Operations, Second Division.*

1—Ground over which the 96th Co., 6th Marines, Captain Donald F. Duncan commanding, advanced on the afternoon of June 6, 1918. The attack resulted in the capture of Bouresches (seen in the background) by platoons under Lieutenants James F. Robertson and Clifton B. Cates. 2—Captain Duncan.

In the advance on Bouresches Capt. Duncan was severely wounded. While being carried to the rear a shell struck nearby, killing Capt. Duncan, Lt. (j. g.) Weedon E. Osborne (M. C. D. S.), 1st Sgt. Sissler, and two stretcher bearers. The picture shows the scene of the casualties.

The railroad station at Bouresches.

PANORAMA OF BOURESCHES and the surrounding country, showing the results of the heavy bombardment to which the terrain was subjected when the Marines advanced June 6, 1918. Inset, left: Major Randolph T. Zane, U. S. M. C. At the head of the 79th Company, Major (then Captain) Zane garrisoned Bouresches after its capture. His citation for the Distinguished Service Cross is: "While holding the town of Bouresches on the nights of June 7-8, 1918, he displayed such bravery as to inspire the garrison to resist successfully a heavy machine-gun and infantry attack by superior numbers." A United States destroyer was named in his honor by the Secretary of the Navy. Inset right: Captain Clifton B. Cates, U. S. M. C., D. S. C., with bar, who assisted in the capture of Bouresches. Captain Cates' citation for gallantry at Bouresches is: "While advancing with his company on the town of Bouresches their progress was greatly hindered by withering machine-gun and artillery fire of the enemy which caused many casualties, one of whom was his commanding officer. Taking command, Capt. Cates led them on to the objective despite the fact that he was rendered temporarily unconscious by a bullet striking his helmet and that this was his first engagement. Exposing himself to the extreme hazard, he reorganized his position with but a handful of men." Captain Cates received a bar to be worn with the D. S. C. for heroism at Belleau Wood a week later.

Official U. S. Air Service

Men of the Second Division, including the Fourth Brigade of Marines, wounded in the operations northwest of Chateau Thierry, arriving at Fifteenth Field Hospital near Montreuil-aux-Lions, June 7, 1918.

A stream of wounded poured into Montreuil-aux-Lions for many days. The cross marked on the forehead of the wounded soldier on the right indicates that he has been gassed. He has also sustained an injury in the left foot.

"A MAGNIFICENT EXAMPLE OF AMERICAN COURAGE AND DASH." Effectives of the Second Battalion, Sixth Marines, Major Thomas Holcomb commanding, photographed near Chateau Thierry, June 17, 1918. As a war strength battalion was 1000 men, the depletion which this gallant organization had undergone in the preceding days is apparent. These men were included when General Pershing on June 9, 1918, sent to the Headquarters of the Fourth Brigade of Marines, through the Commanding General, Second Division, this telegram: "Please accept for the Division and convey to Brigadier General Harbord and the officers and men under him my sincere congratulations for the splendid conduct of the attack on the German lines north of Chateau Thierry. It was a magnificent example of American courage and dash."

Fox-ho

Fox-holes of the Fifth Marines in Belleau Wood. Drawing by Captain Wallace Morgan, Corps of Engineers.

"BELLEAU WOOD! To American ears the very name has in it a resonant clangor, like the names of Waterloo or Verdun, which stirs recollections of days big with fate: days when the armies of civilization were reeling before the blows of their enemies and when the people of the United States waited breathlessly for the advance guards of their own armed hosts, treading for the first time the soil of Europe, to prove alike to doubting friend and foe the courage, the perseverance and the irresistible audacity which they well knew the soldiers of their race would display when put to the flaming test of the field of battle." *Capt. Joseph Miller Hanson.* Inset: Maj. Edward B. Cole, Commanding Officer, 6th M. G. Bn., U. S. M. C., who was mortally wounded at Belleau Wood. His citation for the distinguished Service Cross is: "His unusual heroism in leading his company under heavy fire enabled it to fight with exceptional effectiveness. He personally worked fearlessly until he was mortally wounded."

Schutz

This was the historic message sent on June 26, 1918, by Major Maurice E. Shearer, Commanding Officer, 3d Bn., 5th Marines One of the
tionary Forces had ended. On orders of General Degoutte, Commandant VIth French Army, the epic struggle was commemorated by chang-
arine. President Wilson, in presenting the Peace Treaty and the League of Nations to the Senate, spoke, on July 10, 1919, in part as follows:
ad already taken place. Our redoubtable Soldiers and Marines had already closed the gap the enemy had succeeded in opening for their advance
ard the frontiers of France and begun the rout that was to save Europe and the World. Thereafter the Germans were always to be forced
* * * Inset left: Major Maurice E. Shearer, D. S. C. Inset right: Captain Edward C. Fuller, 6th Regt., U. S. M. C., who was killed
ed Service Cross is: "While fearlessly exposing himself in an artillery barrage for the purpose of getting his men into a position of security
lled and thereby gave his life in an effort to protect his men." The Secretary of the Navy named a destroyer in his honor.

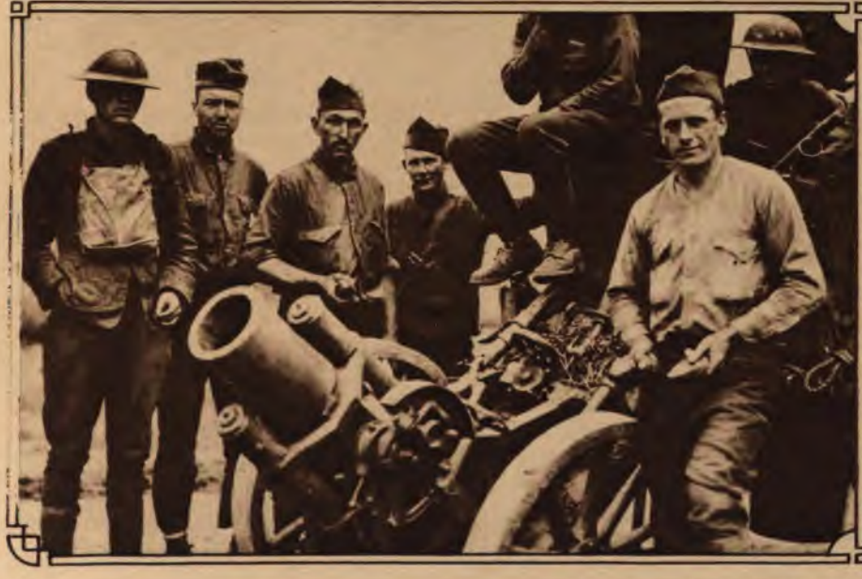
A gun of Battery B, 1st Anti-Aircraft Bn., 2d Div., in action at Montreuil-aux-Lions, June 15, 1918.

Brig. Gen. Harbord (right) and Col. Manus McCloskey (left) questioning a prisoner at La Loge Farm, June 12, 1918. By this time Gen. Harbord had been "adopted" by the Marines. Note the Marine collar device that had been conferred by Col. Neville. "It seemed to me to set the seal of approval by my comrades of the Marine Corps," wrote Gen. Harbord later; "knowing the circumstances it meant everything to me."

Col. McCloskey supervises the construction of a dugout at La Loge farm to be used as Marine and Artillery headquarters during the operations at Belleau Wood.

Capt. Hyatt (with megaphone) Battery F, 15th F. A., 2d Div., receiving reports from observation posts via field telephone. June 5. 1918.

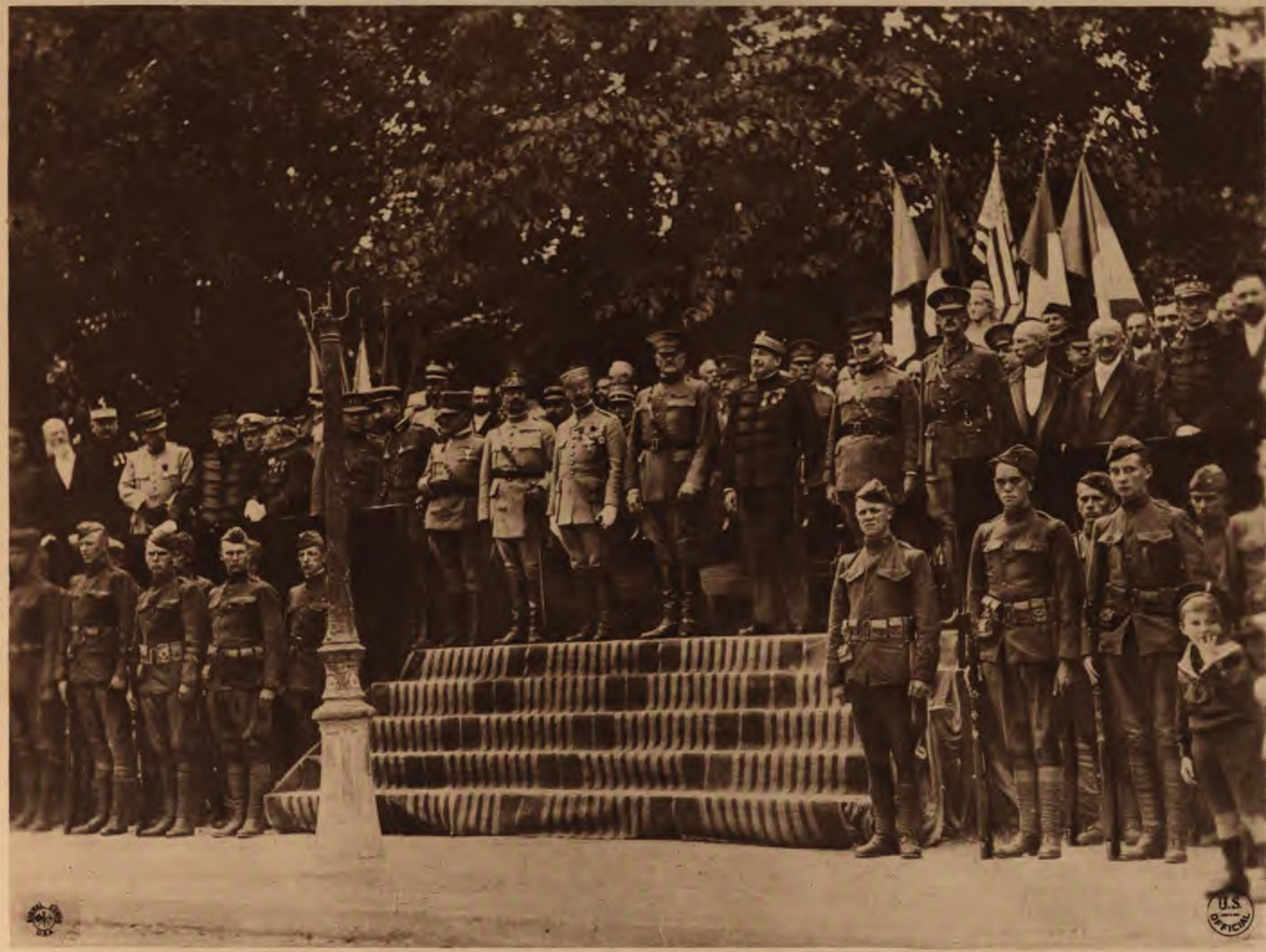
1—Members of the 1st Bn., 5th Marines, en route to rest camp. Montreuil-aux-Lions, June 17, 1918. 2—Surviving officers of 2d Bn., 6th Marines, photographed in Belleau Wood Sector, June 18, 1918. Left to right: Lt. G. A. Grunland, Capt. G. L. White (surgeons), Lt. G. B. Erskine, Capt. E. V. Lloyd, Capt. R. T. Zane, Maj. T. Holcomb, Lt. C. B. Cates, Lt. E. J. Stockwell, Lt. J. B. Schneider, Lt. J. A. West, Lt. H. R. Shirkel.



3—German trench mortar captured at Belleau Wood by Lt. Col. Frederic M. Wise, Commanding Officer, 2d Bn., 5th Marines. 4—Men of 1st Bn. 6th Marines, Maj. F. D. Garrett, commanding, on the way to rest camp June 17, 1918.

"THE VICTOR OF BELLEAU WOOD." On July 11, 1918, Brig. Gen. James G. Harbord, Commanding General of the Marine Brigade, received notification of his appointment as a Major General. Gen. Harbord assumed command of the Second Division and Col. Wendell C. Neville, as Brigadier General, took over the Fourth Brigade of Marines

Maj. Gen. Omar Bundy was assigned to command of the 6th Corps, July 10, 1918. He was here seen on that date in the center of a group of distinguished officers at Second Division headquarters, Ste. Aulde. To the left of Gen. Bundy is General Pershing. Behind General Pershing, in steel helmet, is Col. (later Brig. Gen.) Paul B. Malone, 23d Inf. Behind Gen. Bundy, partly visible, is Lt. Gen. Hunter Liggett. On the right of Gen. Bundy is General Degoutte, Sixth French Army. Next is Maj. Gen. George H. Cameron, Fourth Division.



So great was General Pershing's pride in the achievements of the Marines in the operations northwest of Chateau Thierry that he designated a detachment of the Marine Corps as a special escort at the ceremonies commemorative of Bastille Day at General Headquarters, Chaumont, July 14, 1918. Beginning at the right of the lamp-post are Capt. A. Levy, Mayor of Chaumont; Gen. Perelli, Gen. Ragneau, Gen. Wirbel, Gen. Pershing, M. le Prefet Jessier; Maj. Gen. James W. McAndrew, Chief of Staff, A. E. F.; Gen. Wagstaff.

THE VICTORY OF SOISSONS

Fifth Marines Attack July 18, 1918, Under Terrific Enemy Counter-Barrage. Second Battalion Takes Verte Feuille Farm. First Battalion Captures Chaudun. Third Battalion and Auxiliaries Seize Vierzy. Sixth Marines Gallantly Carry On. Second Division, Including Fourth Brigade of Marines, Advances Over 6 Miles, Captures 3,000 Prisoners, 11 Batteries of Artillery, More than 100 Machine-Guns, Minenwerfer and Supplies. With First Division Definitely Turns Tide of War for Allies.

BY MAJOR EDWIN N. McCLELLAN, OFFICER IN CHARGE, HISTORICAL DIVISION, U. S. M. C.

ON July 11, 1918, Brig. Gen. James G. Harbord, commanding general of the Marine Brigade, received notification of his appointment as a major general, and two days later left on a five days' leave of absence. As Col. Neville had been evacuated to a base hospital after leaving the Chateau-Thierry sector, Lieut. Col. Harry Lee assumed temporary command of the brigade. Maj. Gen. Harbord and Col. Neville both returned in time to enter the Aisne-Marne offensive, the former in command of the Second Division and the latter in command of the Fourth Brigade.

Of the six Allied offensives taking place in 1918 on the Western Front, designated by the Americans as major operations, the Fourth Brigade of Marines, with the other units of the Second Division, participated in three, the first being the vast offensive known as the Aisne-Marne, in which the Marine Brigade entered the line near Soissons.

On July 17, 1918, the first Moroccan Division and the First and Second Divisions of American Regulars were hurriedly and secretly concentrated, by terribly fatiguing, forced night marches over roads jammed with troops, artillery, and tanks, through rain and mud, in the Bois de Retz, near Soissons. Headquarters of the Fourth Brigade was established at Vivieres.

The getting to the "jump-off" on time for this operation will always share in Marine Corps history with the glorious victory that followed.

Early on the morning of July 18, 1918, Marshal Foch threw these three picked divisions at the unsuspecting Germans with overwhelming success, and again on the following day.

A brief description of the first attack on July 18, 1918, is contained in the History of the Fourth Brigade, reading substantially as follows:

Late during the afternoon of July 17, 1918, orders were received that the Fourth Brigade of Marines would attack at 4:35 a. m. on July 18, 1918. The Fifth Marines were designated to attack, with the Sixth Marines following in support. After considerable difficulty, due to the darkness and the congestion of the road leading through the forest, the Fifth Marines arrived at the jumping-off position.

The Allied artillery preparation had been going on since 4:35 a. m., increasing in intensity until just before the hour set for the attack, which was 6:00 a. m., when the Fifth Marines attacked under a teriffic enemy counter-barrage. The advancing waves burst through the barbed-wire interlaced among the trees of the forest and soon carried the enemy's front line. Overhead shrapnel caused most of the losses that day. The secondary positions were speedily taken and many prisoners and much materiel captured. The First Battalion, Fifth Marines, occupied the extreme left of the Second Division line with the 49th Company in combat liaison with the Moroccan Division of French Colonials on the left. To the right was the Second Battalion, Fifth Marines, with the 51st Company acting as liaison company with the Ninth Infantry of the Third Brigade on the right. The Second Battalion, Fifth Marines, speedily took Verte Feuille Farm and thus gained their first objective.

Here the Sixth Machine Gun Battalion of Marines arrived after an all-night march, having been forced to carry all its guns, ammunition and machine-gun equipment by hand. Companies of the Machine Gun Battalion were assigned their combat missions. At the crossroads two kilometres north of Beaurepaire Farm the attacking waves of Second Battalion, Fifth Marines, changed direction to 115 degrees and soon had carried the advance so far as to reach the artillery positions of the Germans. The troops were continually subjected to machine-gun fire and the bombs from enemy planes circling low overhead. At the ravine running north from Vauxcastile strong machine-gun resistance was met and the Second Battalion, Fifth Marines, paused while tanks worked around them and broke the opposition. Owing to the rapidity of the advance the companies of the battalion by this time had become somewhat scattered and stretched from Maison Neuve Farm to Vauxcastile. Late in the afternoon the final objective of the Second Batallion, Fifth Marines, had been carried and the night was spent in the ravine running northwest from Vierzy. In the meantime, a company of the First Battalion, Fifth Marines, found its left exposed, swerved to the left, and after stiff fighting, captured Chaudun. Late in the afternoon of July 18, 1918, a platoon of the 49th Company of the Fifth Marines, three companies of the Third Battalion of the Fifth Marines, and the Eighth Machine Gun Company of the Fifth Marines attacked and captured the town of Vierzy, after which a line was formed extending north from this village. Following the advance of the Fifth Marines, both the Division and Brigade Headquarters had moved forward, the Division being established at Verte Feuille Farm and the Brigade in a cave in Vierzy. In the meantime, the Sixth Marines had followed the attack and advance of the Fifth Marines about three kilometers in rear of the attacking troops

The Journal of Operations, Second Division, describes the division's fighting on the 19th as follows:

Line held by the Third Brigade following attack of evening of July 18th ran about three kilometres west of SOISSONS-CHATEAU-THIERRY road and parallel to it, from the old French trenches southwest of CHARANTIGNY to a point on the Vierzy-Tigny road two kilometres west of TIGNY. Field Order No. 16, Second Division, 3:00 a. m., July 19th, directed that the attack take the line HARTENNES, ETAUX (inclusive), BOIS de HARTENNES to BOIS de CORNCOIS (inclusive).

Artillery preparation by Second Artillery Brigade to begin at 6:00 a. m. according to orders of the C. G. of the artillery brigade. The infantry attack was to be made by the Sixth Marines and the Sixth Machine Gun Battalion, under Lieutenant Colonel Harry Lee. The First Battalion, Second Engineers, was designated as support. Passage of the lines was to be effected at 7:00 a. m., the troops then in the line to remain there until the attack had attained its objective.

At 3:15 the afternoon of July 19th the Commanding General sent word to General Ely that he had directed Colonel Lee to dig in where he then was and to hold. "Please let the troops know that their work is considered to be very gallant and that the failure of the troops on our left and right to keep pace with our advance makes it necessary to dig in and hold the line as it now is," General Harbord wrote.

Although the orders for the attack contemplated a passage of the lines at 7:00 a. m., this was not actually accomplished until about 9 o'clock. At 6:46 Colonel Lee reported to his Brigade Commander that he was at the railroad station at Vierzy with his three battalions and three Machine Gun Companies, 6th, 73rd and 81st. Colonel Lee reported favorable progress for the first hour of the advance. The First Battalion, Second Engineers, in line when the Sixth Marines passed through, followed them in the attack. Various reports came in during the morning indicating that Tigny had been captured, but these proved untrue.

Colonel Lee attacked with all three battalions in line, First, Third and Second, from right to left. Heavy casualties were reported from all attacking units, and constant calls for reinforcements came back. At 11:45 Colonel Lee sent this message to the Division Commander: "Reports indicate growing casualties, amounting heavy, say about 30 per cent. Seventy-eighth Company by runners say have only one platoon left. All are requesting reinforcements and M. G. and Chauchat ammunition. First Battalion reports no French troops on right, and are held up 300 yards in front of Tigny. Have in line from right, First, Third and Second Battalions, Reserves, Battalion Engineers, Headquarters Company and two companies Sixth Machine Gun Battalion have ordered line dig in."

The Chief of Staff sent the following to Colonel Lee at 1.30 p. m.:

"The Division Commander desires that you dig in and entrench your present position and hold it at all costs. No further advance is to be made for the present. He desires to congratulate your command upon its gallant conduct in the face of severe casualties."

The Division was relieved the night of July 19th-20th by units of the French 6th and 11th Tirailleurs.

The American commander in chief in his first report stated:

The place of honor in the thrust toward Soissons on July 18 was given to our First and Second Divisions, in company with chosen French divisions. Without the usual brief warning of a preliminary bombardment, the massed French and American artillery, firing by the map, laid down its rolling barrage at dawn while the Infantry began its charge. The tactical handling of our troops under these trying conditions was excellent throughout the action. * * * The Second Division took Beaurepaire Farm and Vierzy in a very rapid advance, and reached a position in front of Tigny at the end of its second day.

In his final report he stated:

General Petain's initial plan for the counterattack involved the entire western face of the Marne salient. The First and Second American Divisions, with the First French Moroccan Division between them, were employed as the spearhead of the main attack, driving directly eastward, through the most sensitive portion of the German lines to the heights south of Soissons. The advance began on July 18, without the usual brief warning of a preliminary bombardment, and these three divisions at a single bound broke through the enemy's infantry defenses and overran his artillery, cutting or interrupting the German communications leading into the salient. A general withdrawal from the Marne was immediately begun by the enemy, who still fought stubbornly to prevent disaster. * * *

The Second Division advanced 8 kilometers in the first 26 hours, and by the end of the second day was facing Tigny, having captured 3,000 prisoners and 66 field guns. It was relieved the night of the 19th by a French division. The result of this counter offensive was of decisive importance. Due to the magnificent dash and power displayed on the field of Soissons by our First and Second Divisions the tide of war was definitely turned in favor of the Allies.

Major General James G. Harbord, commanding the Second Division in this operation, describes the two days' fighting of his division in these words:

It is with keen pride that the division commander transmits to the command the congratulations and affectionate personal greetings of General Pershing who visited the division headquarters last night. His praise of the gallant work of the division on the 18th and 19th is echoed by the French high command, the Third Corps commander, American Expeditionary Forces, and in a telegram from the former division commander. In spite of two sleepless nights, long marches through rain and mud and the discomforts of hunger and thirst, the division attacked side by side with the gallant First Moroccan Division and maintained itself with credit. You advanced over 6 miles, captured over 3,000 prisoners, 11 batteries of artillery, over 100 machine guns, minnenwerfers, and supplies. The Second Division has sustained the best traditions of the Regular Army and the Marine Corps. The story of your achievements will be told in millions of homes in all Allied lands to-night.

Following the advance of the first day, brigade headquarters was moved forward to a cave in Vierzy.

Colonel Logan Feland was in command of the Fifth Regiment during the Aisne-Marne offensive, near Soissons, and continued in command of it with the exception of two days in July, 1918 (when Brigadier General Lejeune commanded the Fourth Brigade and Colonel Neville the Fifth Regiment), until March 21, 1919, when he was relieved by Colonel Harold C. Snyder, who retained command until the date of demobilization.

The Fourth Brigade was relieved about midnight July 19, 1918, and after remaining in a reserve position until July 22, 1918, marched to an area farther in the rear, but still in a reserve position, brigade headquarters being established at Taillefontaine. After final relief from this active sector the brigade was billeted July 24-25, 1918, in an area around Nanteuil-le-Haudouin, brigade headquarters being established at Nanteuil. The brigade remained in this area until July 31, 1918.

On July 25, 1918, Brig. Gen. John A. Lejeune arrived, and assumed command of the Fourth Brigade on July 26, 1918, General Orders, No. 16, reading as follows:

I have this day assumed command of the Fourth Brigade, U. S. Marines.

To command this brigade is the highest honor that could come to any man. Its renown is imperishable and the skill, endurance, and valor of the officers and men have immortalized its name and that of the Marine Corps.

Brigadier General Lejeune retained command until July 29, 1918, when he became commanding general of the Second Division, relieving Major General Harbord, who left to assume command of the Services of Supply. Colonel Neville, on this latter date, resumed command of the Fourth Brigade.

BOIS DE RETZ. "On the night of July 16, 1918, the Fourth Brigade of Marines moved in camions from the neighborhood of Nanteuil-sur-Marne for the offensive south of Soissons. The Fifth and Sixth Marines arrived during the evening of July 17, 1918, in the Bois de Retz, and the Sixth Machine Gun Batallion about 3:00 a. m., July 18, 1918 * * * The forest resounded with the tramp of infantry, the clank of horse transportation and the rumble of artillery and tanks, all moving to the front. The main roads were so packed with traffic that progress was almost impossible. In a few hours the gates in the German lines would be burst open by the dashing infantry, and the dammed up flood of artillery, ammunition wagons, supply trains and automobiles would be flowing over the ground now held by the unsuspecting Germans"
Maj. E. N. McClellan, U. S. M. C.

1—The Verte Feuille Farm was taken by the 2d Bn., 5th Marines, on the morning of July 18, 1918. Maj. Ralph S. Kayser was the commanding officer. The units in the battalion were: 18th Co., Capt. L. S. Wass; 43d Co., Capt. J. D. Murray; 51st Co., Capt. W. O. Corbin; 55th Co., Lt. E. Cook, N. A. 2—A battery of the 15th F. A., 2d Div., in action near Vauxcastille, July 19, 1918.

3—Ammunition trains of 2d Div. pushing forward near Chavigny. Bois de Retz in the background. July 18, 1918. 4—Prisoners of the 1st and 2d Divisions captured in the advance south of Soissons. Dommiers, July 19, 1918.

TIGNY. "The Second I
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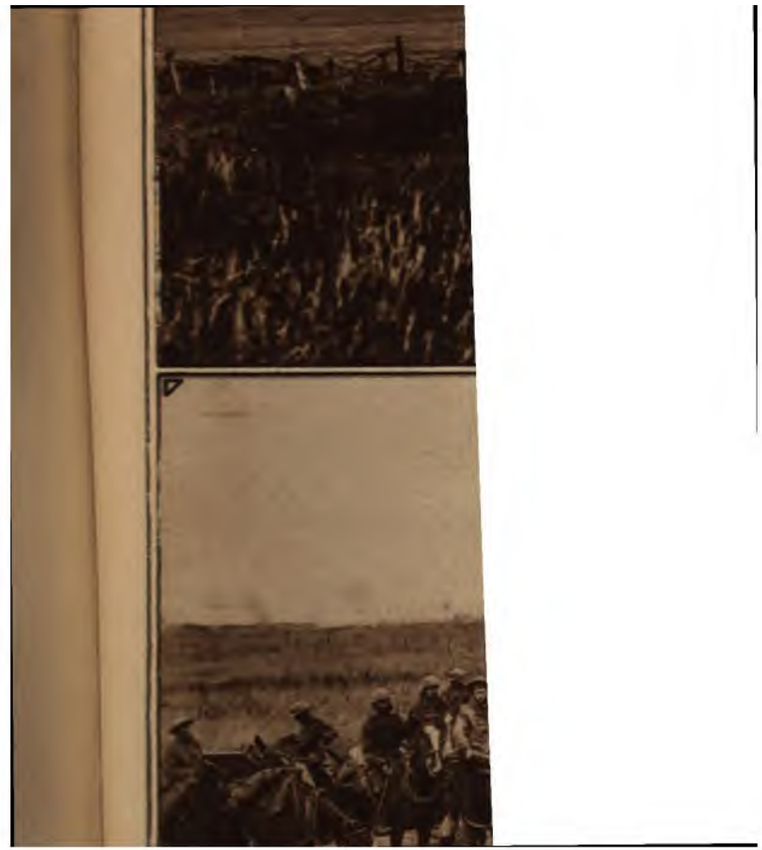
OUR FIRST AND SECO
Pershing. Sept. 1, 1919.

TIGNY. "The Second Division (including the Fourth Brigade of Marines) advanced 8 kilometers in the first 26 hours (beginning 4:45 a. m., July 18, 1918) and by the end of the second day was facing Tigny, having captured 3,000 prisoners and 66 field guns. It was relieved on the night of the 19th by a French division. The result of this counter-offensive was of decisive importance. DUE TO THE MAGNIFICENT DASH AND POWER DISPLAYED ON THE FIELD OF SOISSONS BY OUR FIRST AND SECOND DIVISIONS THE TIDE OF WAR WAS DEFINITELY TURNED IN FAVOR OF THE ALLIES." Final report of Gen. John J. Pershing, Sept. 1, 1919. Inset: Second Lieutenant John W. Overton of the 2d Bn., 6th Marines, who was killed at the head of his platoon July 18, 1918.

Top—Front line of the Marines in the Marbache subsector. The sector was quiet and occupation uneventful except for an enemy raid which was successfully repulsed and prisoners captured. Bottom—After leaving the Marbache sector, Aug. 18, 1918, the Fourth Brigade moved to an area about 20 kilometers southeast of Toul, headquarters being established at Favieres. Intensive training for the impending St. Mihiel offensive was undertaken here. The photograph shows elements of the 76th Co. in training near Harmonville Aug. 23, 1918. The Signal Corps caption says: "After being held up by machine gun fire, automatic riflemen, rifle grenadiers and snipers have gone forward. Bombers and riflemen are starting their flank movement."



1—Front lines at Limey. Limey was in the western part of the Marine Sector at the time of the jump-off in the St. Mihiel Offensive, Sept. 12, 1918. 2—Company E, 2d Ammunition Train, Second Division watering horses near Limey, Sept. 13, 1918. 3—Post of Command of Col. Harry Lee, 6th Regt. of Marines, Sept. 12, 1918.

The burning of Thiaucourt on the afternoon of Sept. 12, 1918. Thiaucourt was one of the principal towns in the St. Mihiel salient. It was occupied by the Marine brigade during the reduction of the salient. "The reduction of the St. Mihiel salient," says General Pershing in his final report, "was important, as it would prevent the enemy from interrupting traffic on the Paris-Nancy railroad by artillery fire and would free the railroad leading north through St. Mihiel to Verdun. It would also provide us with an advantageous base of departure for an attack against the Metz-Sedan railroad system which was vital to the German armies west of Verdun, and against the Briey Iron Basin which was necessary for the production of German armament and munitions."

Street scene in Jaulny, St. Mihiel sector, captured by the Second Division, Sept. 13, 1918. The casualties of the Second Division in the operations for the reduction of the St. Mihiel salient were about 1,000, of which 134 were killed. Of these about half were Marines. The captures in which the Marines participated were 80 German officers, 3,200 men, 90 field pieces and vast stores. Referring to the St. Mihiel operations, Maj. Gen. Lejeune in General Orders, No. 54, Sept. 17, 1918, said: "I desire to express to the officers and men my profound appreciation of their brilliant and successful attack in the recent engagement. Our division maintained the prestige and honor of the country proudly and swept the enemy from the field."

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advanced beyond the ridge, breaking the enemy's lines, and you held the ground gained with a tenacity which is unsurpassed in the annals of war.

As a direct result of your victory, the German armies east and west of Rheims are in full retreat, and by drawing on yourselves several German divisions from other parts of the front you greatly assisted the victorious advance of the allied armies between Cambrai and St. Quentin.

Your heroism and the heroism of our comrades who died on the battlefield will live in history forever, and will be emulated by the young men of our country for generations to come.

To be able to say when this war is finished, "I belonged to the Second Division; I fought with it at the Battle of Blanc Mont Ridge," will be the highest honor that can come to any man.

JOHN A. LEJEUNE,
Major General, United States Marine Corps, Commanding.

That the plan was as brilliantly executed as it was daringly conceived is shown by this extract from an order of the Second Division, dated October 11, 1918, reading in part as follows:

In the Champagne district, October 2 to 10, it fought beside the Fourth French Army. On October 3 it seized Blanc Mont Ridge, the keystone of the arch of the main German position, advanced beyond the ridge and, although both flanks were unsupported, it held all its gains with the utmost tenacity, inflicting tremendous losses on the enemy. This victory freed Rheims and forced the entire German Army between that city and the Argonne Forest to retreat to the Aisne, a distance of 30 kilometers.

The amazing success of the attack and the vital effect of the capture of Blanc Mont Ridge and St. Etienne is described in the words of Gen. Gouraud himself in a letter to Marshal Foch, reading in part as follows:

Because of the brilliant part played by this "Grand Unit" in the offensive of the Fourth Army during the autumn of 1918, I propose the Second American Division for a citation in "The Order of the Army" upon the following specific grounds:

The Second Infantry Division, United States, brilliantly commanded by Gen. Lejeune * * * played a glorious part in the operations of the Fourth Army in the Champagne in October, 1918. On the 3d of October this division drove forward and seized in a single assault the strongly entrenched German positions between Blanc Mont and Medeah Ferme, and again pressing forward to the outskirts of Saint Etienne-a-Arnes it made in the course of the day an advance of about 6 kilometers.

It captured several thousand prisoners, many cannon and machine guns, and a large quantity of other military material. This attack, combined with that of the French divisions on its left and right, resulted in the evacuation by the enemy of his positions on both sides of the river Suippe and his withdrawal from the Massif de Notre-Dame-des-Champs.

The further opinion of the French as to the results and effect of the Second Division's operations in Champagne is set forth in the following-quoted extract from Information Bulletin No. 12 of the Fourth French Army dated October 7, 1918:

Up to October 4, at which date the present bulletin is written, the Fourth Army has pushed its advance up to objectives of the very highest importance. A splendid American division, full of dash and ardor, the Second Division, United States, placed at the disposition of the Twenty-first Corps on October 3, made itself master of Massif du Blanc Mont, which dominates the valley of the Arnes and gives us excellent outlook on the valley of the Suippe in rear of the region of Monts. This conquest rapidly brought about the downfall of Notre-Dame-des-Champs and the Grand Bois de Saint Souplet.

The American commander in chief in his first report describes the Battle of Blanc Mont in the following words:

The Second Division conquered the complicated defense works on their front against a persistent defense worthy of the grimmest period of trench warfare and attacked the strongly held wooded hill of Blanc Mont, which they captured in a second assault, sweeping over it with consummate dash and skill. This division then repulsed strong counterattacks before the village and cemetery of St. Etienne and took the town, forcing the Germans to fall back from before Rheims and yield positions they had held since September, 1914.

In his final report the American commander in chief remarked as follows:

The Second Division completed its advance on this front by the assault of the wooded heights of Mont Blanc, the key point of the German position, which was captured with consummate dash and skill. The division here repulsed violent counterattacks and then carried our lines into the village of St. Etienne, thus forcing the Germans to fall back before Rheims and yield positions which they had held since September, 1914.

The citation of the Fifth Regiment of Marines (the citation of the Sixth Regiment being identical) reads as follows:

Apres approbation du general commandant en chef des forces expeditionnaires Americaines en France, le marechal de France, commandant en chef des armees francaises de l'est, cite a l'Ordre de l'Armee:

"Le 5eme Regiment de Marine Americain, sous les ordres du Colonel Logan Feland:

"A pris une part glorieuse aux operations engagees par la 4eme Armee en Champagne, en Octobre 1918. Le 3 Octobre 1918, a participe a l'attaque des positions allemandes fortement retranchees entre le Blanc-Mont et la Ferme Medeah, et, poussant de l'avant jusqu'aux abords de Saint-Etienne a Arnes, a realise une avance de 6 kilometres. A fait plusieurs milliers de prisonniers, capture des canons, des mitrailleuses et un important materiel de guerre. Cette attaque, combinee avec celle des Divisions Francaises, a eu pour consequence l'evacuation des deux rives de la Suippe et du Massif de Notre-Dame-des-Champs."

Au Grand Quartier General, le 21 Mars 1919.

Le Marechal, Commandant en Chef des Armees Francaises de l'Est.

Signe: PETAIN.

(Ordre No. 14.712 "D.")

On October 10, 1918, having been relieved from the line in the Blanc Mont sector, the brigade took station in the Suippes-Somme Suippes-Nantivet area and the adjacent camps with headquarters at Suippes, being assigned as Fourth French Army reserve. The brigade remained in this area resting and refitting until October 14, 1918, when, in accordance with orders, it marched to the Vadenay-Bouy-la-Veuve-Dampierre area, north of Chalons-sur-Marne, with headquarters at Bouy. While here orders were received placing the Fourth Brigade provisionally at the disposal of the Ninth French Army Corps to hold a sector in the region Attigny-Voncq-Aisne River.

Accordingly on October 20, 1918, the brigade was temporarily detached from the Second Division and marched to the area Suippes-Nantivet-Somme-Suippes, with headquarters at Suippes. On October 21, 1918, in obedience to orders, the Marines hiked to the vicinity of Leffincourt, where brigade headquarters was established. While about to take over the assigned sector, the Fourth Brigade received orders to reioin the Second Division, which was preparing to enter the Meuse-Argonne offensive. After a hard march these orders were obeyed and brigade headquarters established at Mont Pelier on October 23, 1918.

BLANC MONT RIDGE.—"The Battle of Blanc Mont Ridge was fought and won by the Second Division, as a unit of the Fourth French Army, between Oct. 3 and 9, 1918, over the desolate, white, chalky ground of the Champagne, which was scarred and shell pocked by years of artillery fire, marked by huge mine craters, gridironed with an intricate maze of deep trenches and concrete fortifications, and covered with tangled masses of wire." *Maj. Edwin N. McClellan, U. S. M. C.* "The Second Division conquered the complicated defense works on their front against a persistent defense worthy of the grimmest period of trench warfare and attacked the strongly held wooded hill of Blanc Mont which they captured in a second assault, sweeping over it with consummate dash and skill. This division then repulsed strong counter-attacks before the village and cemetery of St. Etienne and took the town, forcing the Germans to fall back from before Rheims and yield positions they had held since September, 1914." First Report of General John J. Pershing to Secretary of War. In a General Order, dated Oct. 11, 1918, Maj. Gen. Lejeune, Commanding General, Second Division, wrote: "TO BE ABLE TO SAY, WHEN THIS WAR IS FINISHED, I BELONGED TO THE SECOND DIVISION; I FOUGHT WITH IT AT THE BATTLE OF BLANC MONT RIDGE,' WILL BE THE HIGHEST HONOR THAT CAN COME TO ANY MAN."

Graves of 13 Marines killed in the fighting near St. Etienne.

Look-out used for four years by Germans on top of Blanc Mont Ridge and commanding view of the entire surrounding country.

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During the night of November 4-5, the division again pressed forward, occupied Beaumont and Letanne and threw the enemy on its front across the Meuse.

An order of the Second Division, dated November 12, 1918, describing the historic crossing of the Meuse River on the night before the armistice became operative, reads as follows:

1. On the night of November 10, heroic deeds were done by heroic men. In the face of a heavy artillery and withering machine gun fire, the Second Engineers threw two foot bridges across the Meuse and the first and second battalions of the Fifth Marines crossed resolutely and unflinchingly to the east bank and carried out their mission.

2. In the last battle of the war, as in all others in which this division has participated, it enforced its will on the enemy.

The commanding general of the Fifth Army Corps has this to say about the crossing of the Meuse by the Marines, who were assisted by the Artillery, Engineers, and other troops of the Second Division:

Especially I desire to commend the division for the crowning feat of its advance in crossing the Meuse River in face of heavy concentrated enemy machine gun fire, in driving the enemy's troops before it, and in firmly establishing itself upon the heights covering the desired bridgehead. This feat will stand among the most memorable of the campaign.

With reference to the crossing of the Meuse River the American commander in chief reported as follows:

On the night of November 10, the Fifth Corps forced a crossing of the Meuse against heavy enemy resistance between Mouzon and Pouilly, and advanced to the Inor-Mouzon road with two battalions holding the high ground northwest of Inor.

The general success achieved by the Second Division in the Argonne-Meuse offensive is well described by the words of the order citing Maj. Gen. John A. Lejeune, of the Marines, for an Army distinguished service medal, reading in part as follows:

In the Meuse-Argonne offensive his division was directed with such sound military judgment and ability that it broke and held, by the vigor and rapidity of execution of its attack, enemy lines which had hitherto been considered impregnable.

During this fighting the headquarters of the Fourth Brigade was successively established at Exermont, one-half kilometre north o Exermont, Sommerance, Bayonville-et-Chennery, Fosse, Belval-Bois-des-Dames, and Beaumont.

The following self-explanatory memorandum was sent out by the Commanding General of the Fourth Brigade:

HEADQUARTERS 4TH BRIGADE,
MARINES, AMERICAN E. F.,
11th November '18—8:40 a. m.

PEACE MEMORANDUM No. 1.

The following telephone message received from SURPRISE 1 at 8:35 a. m. this morning forwarded for compliance.

8:40 a. m. message from 5th Corps; Armistice signed and takes effect at 11 this morning. Accurate map showing locations of front line elements, including patrols and detachments, will be sent to these Headquarters without delay.

On "the eleventh hour, the eleventh day of the eleventh month, of the year 1918," Brig. Gen. Wendell C. Neville, commanding general of the Fourth Brigade of Marines, published the following tribute to the officers and men of the Fourth Brigade:

Upon this, the most momentous hour in the history of the World War, the undersigned wishes to express to his command his sincere appreciation of their unfailing devotion to duty and their heroic and courageous action during the recent operations.

The time, when the results of our efforts during the past year are shown, is here. The hour has arrived when the convulsion which has shaken the foundations of the civilized world has ceased. The enemy is defeated and the principles of freedom and democracy have triumphed over barbarism and autocracy. We may all feel justly proud of the extent of our participation which has forced the enemy to a ceassation of hostilities. It is fitting, at this time, to think of those of our comrades who have fallen on the field of honor and rejoice in the fact that they did not give their lives in vain.

Your display of fortitude, determination, courage, and your ability to fight has upon more than one occasion been a determining factor in making history, and your work has had a direct bearing upon the remarkable chain of events which have this day culminated in such a satisfactory manner. Along the fronts of Verdun, the Marne, the Aisne, Lorraine, Champagne, and the Argonne, the units of the Fourth Brigade Marines have fought valiantly, bravely, and decisively. They have nobly sustained the sacred traditions, and have added glorious pages to the already illustrious history of the United States Marine Corps. It is a record of which you may all be proud.

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The picture shows Col. James C. R
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Lieutenant Morgan R. Mills, U. S. M
attack on night of June 2, 1918." Sg
fire at Belleau Wood. Maj. Gen. J

THE NIGHT MARCH TO BEAUMONT

THE Second Division on the left of the 89th accomplished one of the most remarkable feats of the war. On the night of November 3d, after the Marine Brigade had broken through the enemy's positions, the 9th and 23d Inf. regiments composing the Third Brigade, commanded by Col. James C. Rhea, were formed in column on the road leading north to Beaumont. The 9th Infantry led the column with the usual advance guard and flank patrols. Beyond this protection there was nothing to prevent the entire brigade from being cut off. It marched all night long straight through the enemy lines for a distance of about eight kilometres, through the Bois de Belval, the Bois du Four and the Bois du Fort Gerache. The enemy was taken completely by surprise. A few machine guns opened up on the column but they were soon silenced by details sent out for this purpose. Other machine gunners were found asleep at their guns and captured. Many details of enemy troops passing up and down the road were captured and sent to the rear while at La Tuilerie Farm the advance guards found the place occupied by German officers sitting around tables with lights burning. They were thrown into dismay by the appearance of American troops who they thought were many many kilometres to the south. The German artillery in the meantime on both sides of the road continued firing to the rear but the advancing infantry paid no attention to it.

This rapid advance of the 9th and 23d Inf. succeeded so well that the troops on both flanks which had been help up were able to move forward. The line was completely broken through and the enemy soon was everywhere in rapid retreat.—*Capt. Arthur E. Hartzell.*

The daring feat described by Capt. Hartzell recalls the extraordinary heroism of Col. Rhea near St. Etienne when he was Chief of Staff of the 2d Div. To quote his citation for the D. S. C.: "On Oct. 9, 1918, Col. Rhea, with Lieut. LePelletier de Woillemont, French Army, voluntarily undertook an important reconnaissance under hazardous circumstances during the Massif Blanc Mont operations at a time when accurate information concerning our advanced positions was greatly needed and could not be obtained from other sources. In an automobile, whose conspicuous appearance drew the concentrated fire of enemy artillery and machine guns, they proceeded one mile across open ground to the town of St. Etienne, where our troops were in contact with the enemy. Under fire these two officers reconnoitered the front lines, locating the position of the enemy as well as that of the French units on the flank, and returned across the open with complete, reliable, and timely information of the highest military value in subsequent operations."

The picture shows Col. James C. Rhea (center) who commanded the Third Brigade, Second Division, on its night march to Beaumont in the last phase of the Meuse-Argonne operations. Col. Rhea had been Chief of Staff of the Second Division. He is seen receiving the Croix de Guerre with palm at the hands of Lt. Gen. Requichot of the French Army at Tours, Feb. 19, 1919. At the right is First Lieutenant Morgan R. Mills, U. S. M. C., who was also decorated with the Croix de Guerre with palm. He "controlled two platoons at a critical moment and beat back a determined enemy counter-attack on night of June 2, 1918." Sgt. P. G. Knowles, U. S. M. C., received the Croix de Guerre with star on this occasion. His citation was for courage in driving an automobile under heavy shell fire at Belleau Wood. Maj. Gen. James G. Harbord was present at the bestowal of the decorations.

Letanne from Ferme de la Wame. During the night of Nov. 4-5, the Second Division pressed forward, occupied Beaumont and Letanne and threw the enemy on its front across the Meuse.

Top—Point near Letanne at which the Marines crossed the Meuse. Plans had been made to effect a crossing of the Meuse with the view of commanding the heights on the east side of the river. After darkness had set in, Nov. 10, two bridges were to be thrown across the river by the Second Engineers, one north of Mouzon and the other near Letanne. At the first intimation of a crossing the Germans laid down a violent counter artillery and machine gun barrage along the entire river front. Their fire immediately blotted out all attempts to throw bridges across the river north of Mouzon and, although continued efforts were made by the Engineers throughout the night, the bridges could not be placed in position. The Letanne force was more fortunate, as the enemy fire did not develop in strength until preparations were nearly completed. In spite of the heavy fire two battalions of the 5th Regt. of Marines crossed the river by 11:30 p. m. and advanced into the woods, cleaning up machine-gun outposts en route. Here they met with strong resistance and were forced to wait until daylight in order to continue. By 10 o'clock on the morning of Nov. 11 the objective, the heights commanding the valley of the Meuse, had been reached and the Marines were digging in. The Armistice went into effect at 11 o'clock. Bottom—The Meuse at Mouzon viewed from the American side town was divided, the Americans occupying this side and the Germans the other.

In March, 1918, the Marine flying field, Miami, Fla., was established and on March 31, 1918, the First Aviation Squadron was transferred to that field from Lake Charles, La. On July 13, the first Marine aviation force, consisting of Squadrons A, B, C and Headquarters Company, left Miami and embarked on board the "De Kalb" at New York City for France, July 18, 1918. This organization consisted of 107 officers and 654 enlisted men and, when Squadron D joined in October, 1918, it consisted of 149 officers and 842 enlisted men. The photograph to the left is an oblique air view of the Marine flying field at Miami, Fla. The three photographs at the *right depict scenes at* Miami flying field

Presentation of Colors in France to First Marine Aviation Force. Day Wing of the Northern Bombing Group, Naval Aviation, by Madame Troville. The Day Wing carried out fourteen independent raids far behind the enemy lines, did considerable damage, and brought back valuable information. The organization participated actively and creditably in both offensives on the Flanders front. It was learned after the Armistice that one raid resulted in the death of 60 enemy officers and 300 enlisted men. Maj. Alfred A. Cunningham commanded the Day Wing from date of its organization to Dec. 7, 1918, except the period Aug. 1-7, 1918, during which time Maj. Roy D. Geiger was in command.

2d Lt. Walter S. Poague, U. S. M. C. aviator, killed at Azores, Nov. 5, 1918.

2d Lt. Ralph Talbot, U. S. M. C., Navy Medal of Honor Aviator, killed in France, Oct. 4, 1918, while fighting off twelve enemy planes. His observer, Gunnery Sergeant R. G. Robinson, was also awarded Navy M. H.

2d Lt. Harvey C. Norman, U. S. M. C. aviator, shot down in action near Bruges Canal, Belgium, Oct. 22, 1918.

1—Marine Corps flight returning to Le Fresnes, France, from bombing raid to Zeebrugge. Besides 14 independent raids, Marine Corps aviators participated in 43 raids with the French and British. The total number of bombs dropped by Marine flyers was 52,000. 2—Capt. Robert Lytle, U. S. M. C., awarded Distinguished Service Medal for air work in France. 3—Marine Corps airdrome at Le Fresnes, France. 4—Mess hall of Marine Corps aviators at Bois-en-Ardres, France.

march to the Rhine, passing through Belgium and Luxembourg. The photographs show the Fifth and Sixth Regi-
h Madernach, Luxembourg, Nov. 23, 1918. The German frontier was reached Nov. 25, 1918, and was crossed Dec.
, 1918, and crossed it Dec. 13, 1918.

y the Army of Occupation, it was manned and commanded by Marines. In the picture on the left may be seen the
A., 2d Div. Machine guns were mounted on all patrol boats.

1—Prince of Wied's Palace, Neu Wied. 2—Col. H. C. Snyder and Lt. Col E. H. Ellis of 5th Marines leaving Prince of Wied's Palace. 3—Brig. Gen. Logan Feland at Neu Wied. 4—Privates W. Thoming and E. M. Smeltz, 6th Marines on watch on the Rhine at Leutesdorf, Germany, Jan. 9, 1919. 5—Maj. Gen. Lejeune and staff at Heddesdorf, Germany, Dec. 22, 1918. 6—Men of the 6th Marines on guard on the Rhine at Leutesdorf, Germany. Jan. 9, 1919. 7—Maj. Gen. Lejeune and Mrs. Josephus Daniels at Coblenz. 8—A Marine pilot on the Rhine. 9—A Second Division soldier on guard at the Castle of Altwied, Feb. 13, 1918.

ith Maj. Gen. Lejeune).
. Photographed at Hed-

Gen. Pershing is introduced to officers of the 2nd Div. at Heddesdorf by Maj. Gen. Lejeune.

vt. E. C. McCormack of
Leutesdorf, Jan. 4, 1919.

Brig. Gen. Neville decorating Maj. Gen. Lejeune with the Croix de Guerre at Leutesdorf, Jan. 4, 1919.

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action

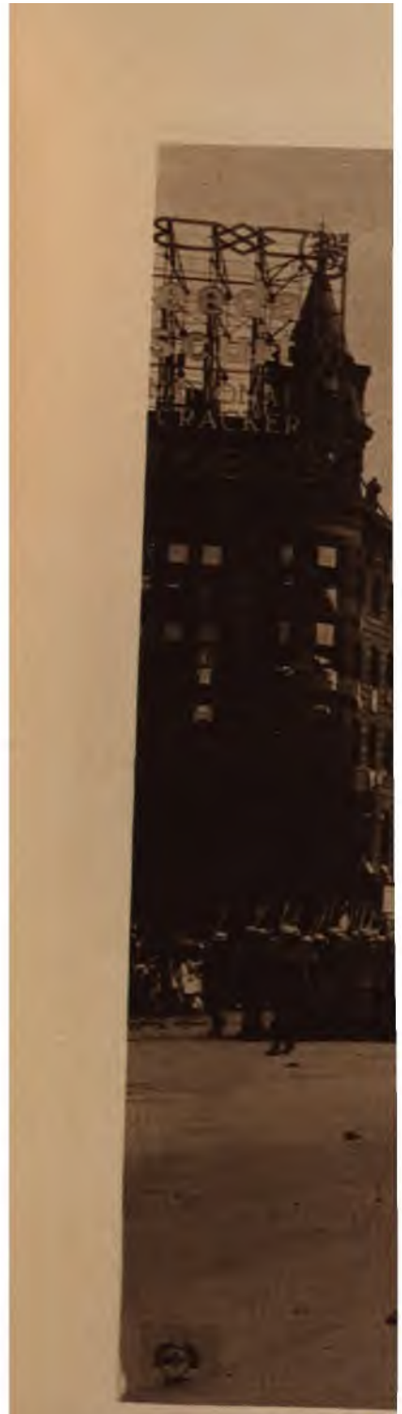
For conspicuous gallantry and intrepidity above and beyond the call of duty in action, the Congressional Medal of Honor was awarded to five members of the United States Marine Corps. The citations of three are as follows, the others appearing elsewhere:

SERGEANT MATEJ KOCAK, U. S. M. C.
Deceased. Company C, 5th Regiment, U. S. M. C. For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy near Soissons, France, July 18, 1918. When the advance of his battalion was checked by a hidden machine gun nest, he went forward alone, unprotected by covering fire from his own men and worked in between the German positions in the face of fire from an enemy covering detachment. Locating the machine gun nest, he rushed it, and with his bayonet drove off the crew. Shortly after this, he organized 25 French colonial soldiers, who had become separated from their command and led them in attacking another machine gun which was also put out of action

FIRST LIEUTENANT
LOUIS CUKELA, U. S. M. C.
Fifth Regiment, U. S. M. C. For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy near Villers-Cotterets, France, July 18, 1918. When his company, advancing through a wood, met with strong resistance from an enemy strong point, Lieut. Cukela (then a sergeant) crawled out from the flank and made his way toward the German lines in the face of heavy fire, disregarding the warnings of his comrades. He succeeded in getting behind the enemy position and rushed a machine gun emplacement, killing or driving off the crew with his bayonet. With German hand grenades he then bombed out the remaining portion of the strong point, capturing four men and two damaged machine guns

CORPORAL JOHN H. PRUITT, U. S. M. C.
Deceased. 78th Company, 6th Regiment, U. S. M. C. For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy at Blanc Mont Ridge, France, October 3, 1918. Corp. Pruitt, singlehanded, attacked two machine guns, capturing them and killing two of the enemy. He then captured 40 prisoners in a dug-out nearby. This gallant soldier was killed soon afterward by shell fire while he was sniping at the enemy.

ond Division at Vallendar, Germany, in April, 1919, and later addressed its members. Maj.
t the left. Photo by Schutz, Washington, D. C.



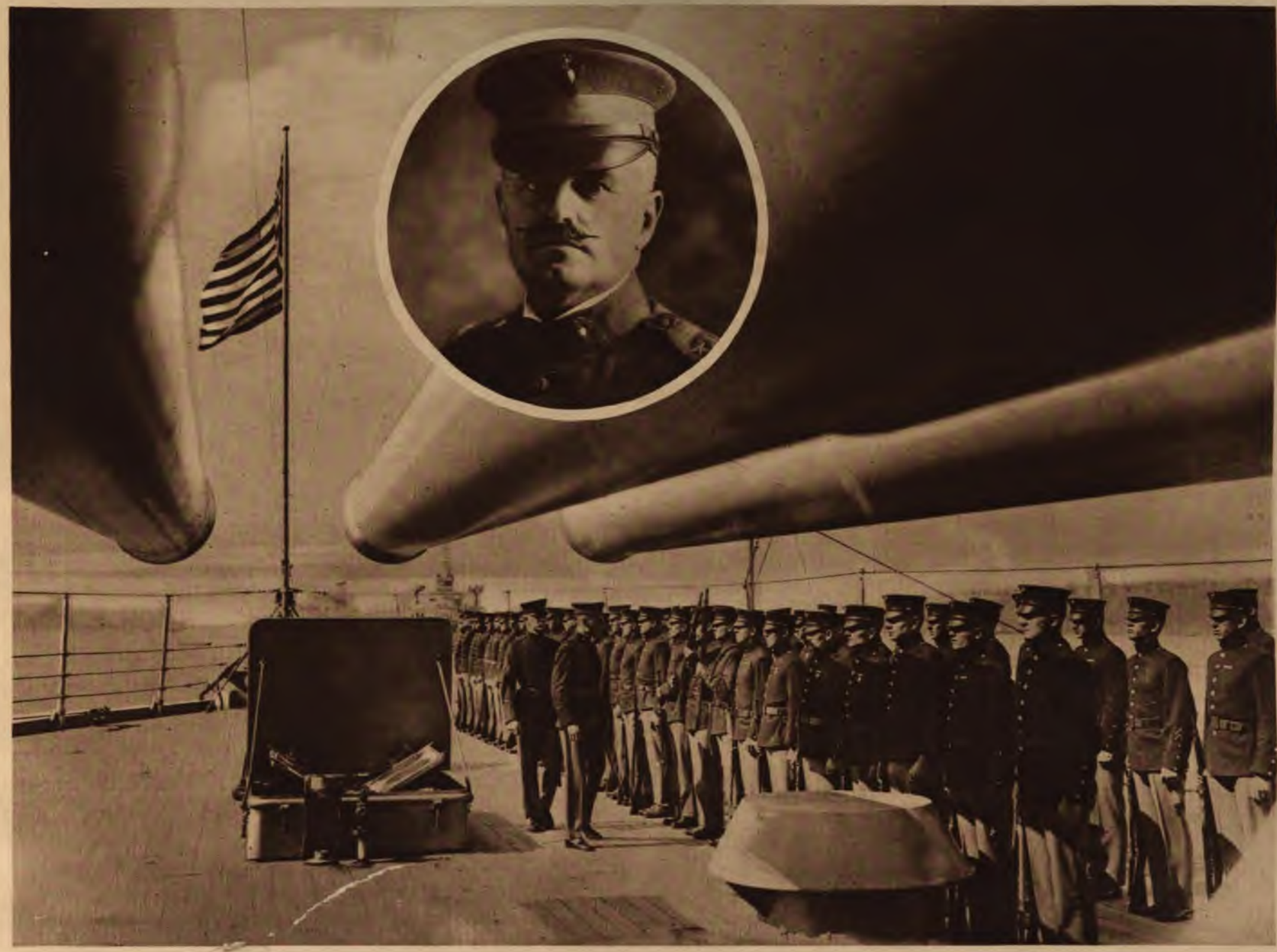
THE CONQUERO
historic occasions,

THE CONQUERORS. The Fourth Brigade presented a magnificent spectacle as it marched up Pennsylvania Avenue which, on other historic occasions, had resounded with the tread of victorious armies. The roadway is strewn with flowers.

Upper Brigadier General Wendell C. Neville and staff, at the head of the Fourth Brigade, salute the President of the United States. Lower—Wounded men of the Fourth Brigade of Marines, as they pass the reviewing stand in automobiles, are heartily applauded. In the reviewing stand, from left to right, may be seen Major General John A. Lejeune, the Commandant, Major General George Barnett, U. S. M. C., Admiral W. S. Benson, U. S. N., Franklin D. Roosevelt, Assistant Secretary of the Navy, Brigadier General Wendell C. Neville, President Woodrow Wilson, Mrs. Wilson, Newton D. Baker, Secretary of War; General Peyton C. March, Chief of Staff, United States Army.

Eleventh and Thirteenth Regiments, performed guard duty on lines of communication and other important functions while in France. The
Gen. Eli K. Cole (upper left). Gen. Cole was relieved April 9, 1919, by Brig. Gen. Smedley D. Butler (middle left). Col. Butler commanded
until Nov. 19, 1918, when Lt. Col. Douglas C. McDougal (lower left) succeeded him. One of the most conspicuous and outstanding facts in the
inistration of Pontanezen, the largest Embarkation Camp in the world, at Brest, by Brigadier General Smedley D. Butler from Oct. 6, 1918, to
emarkable work Brig. Gen. Butler received the Distinguished Service Medal. Right: The Navy welcomes the return to the United States on
ifth Brigade of Marines at the Naval Operations Base, Hampton Roads, Virginia, Aug. 19, 1919. Fifth Brigade Headquarters, the Thirteenth
Battalion, arrived on board the "Siboney," Aug. 8, 1919. Co. B, Thirteenth Regiment, arrived on the "Mercury," Aug. 12, 1919.

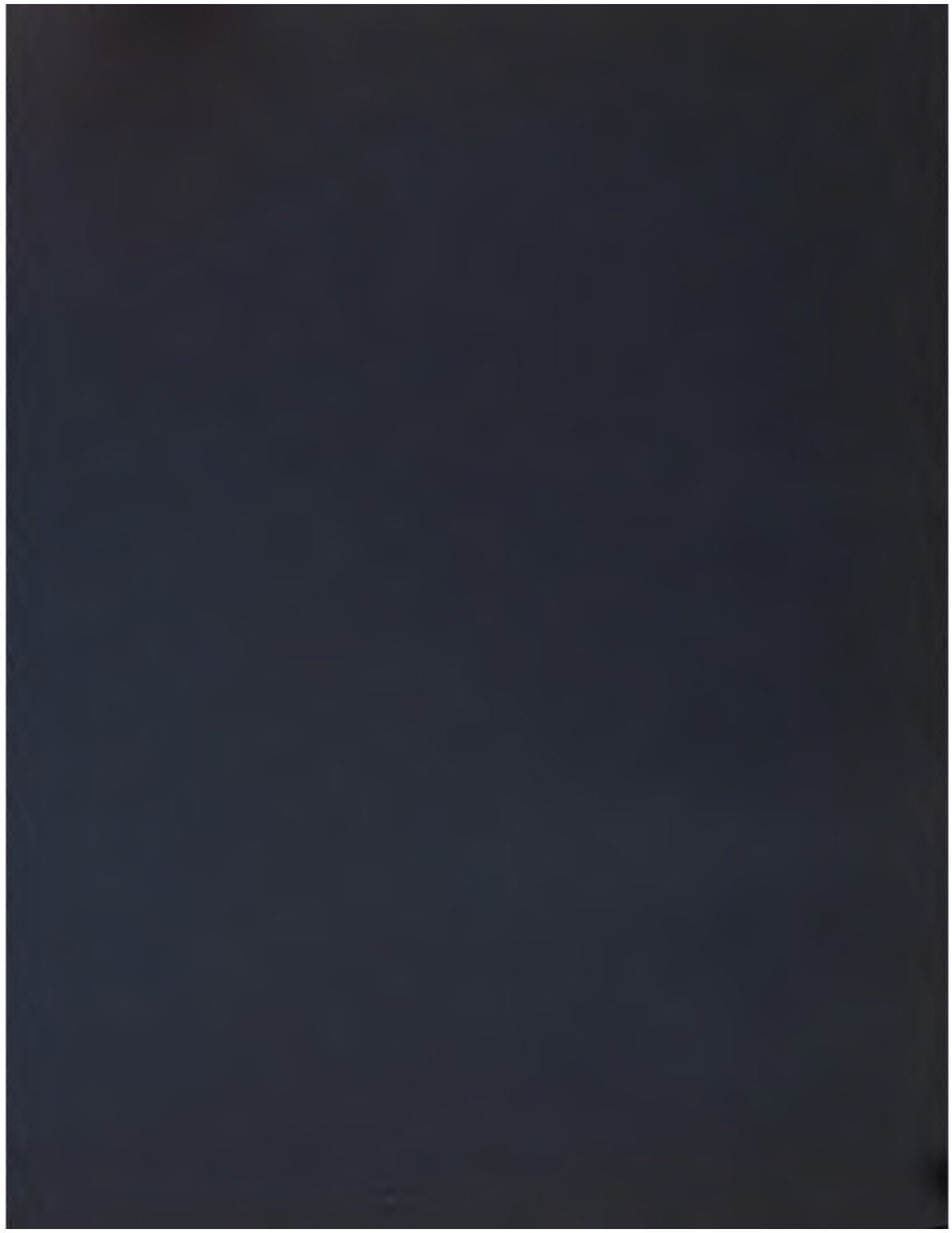
"Our flg s unfurled to e
Frc dawn to setting
We hawfought in every
Where ve could take a

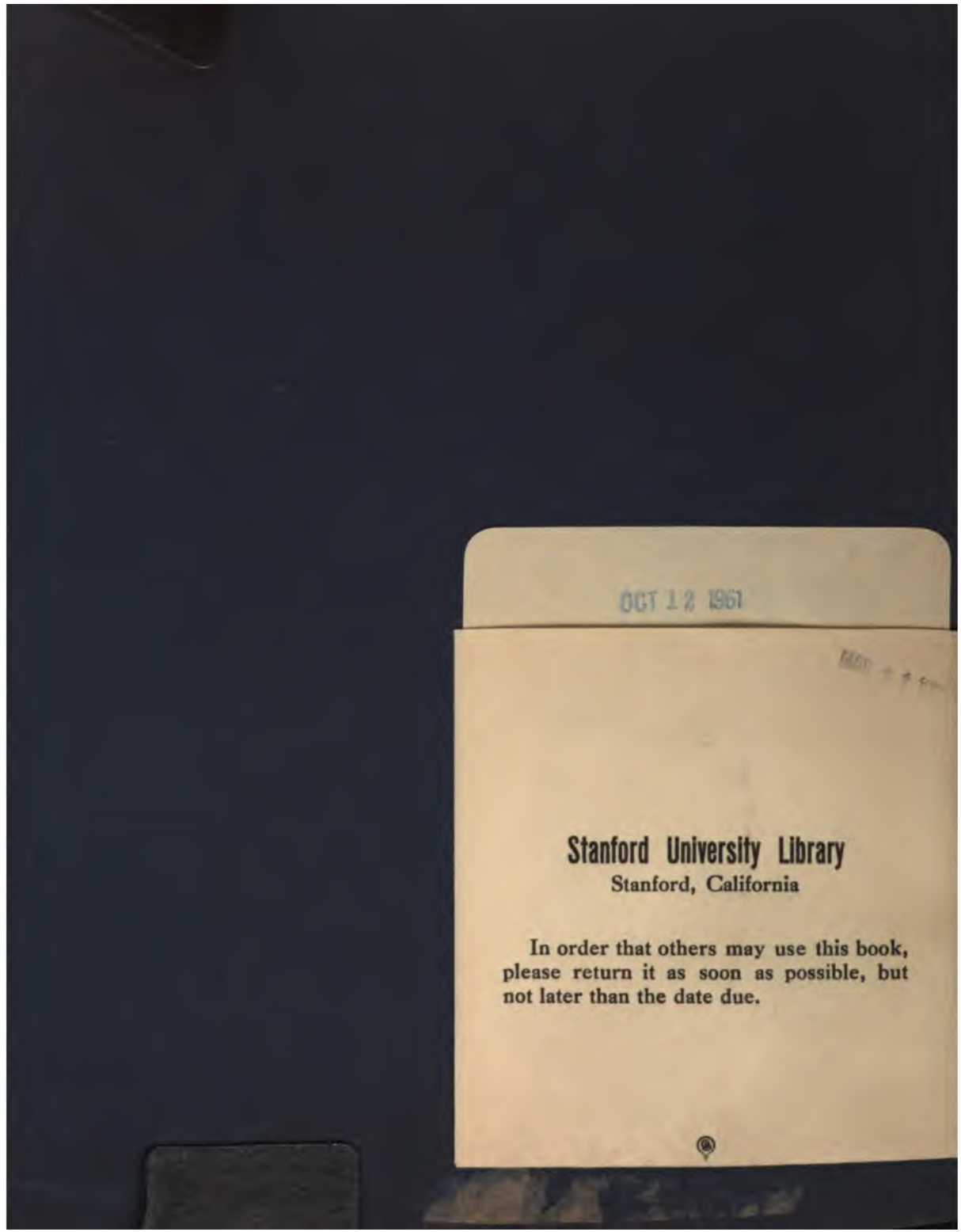
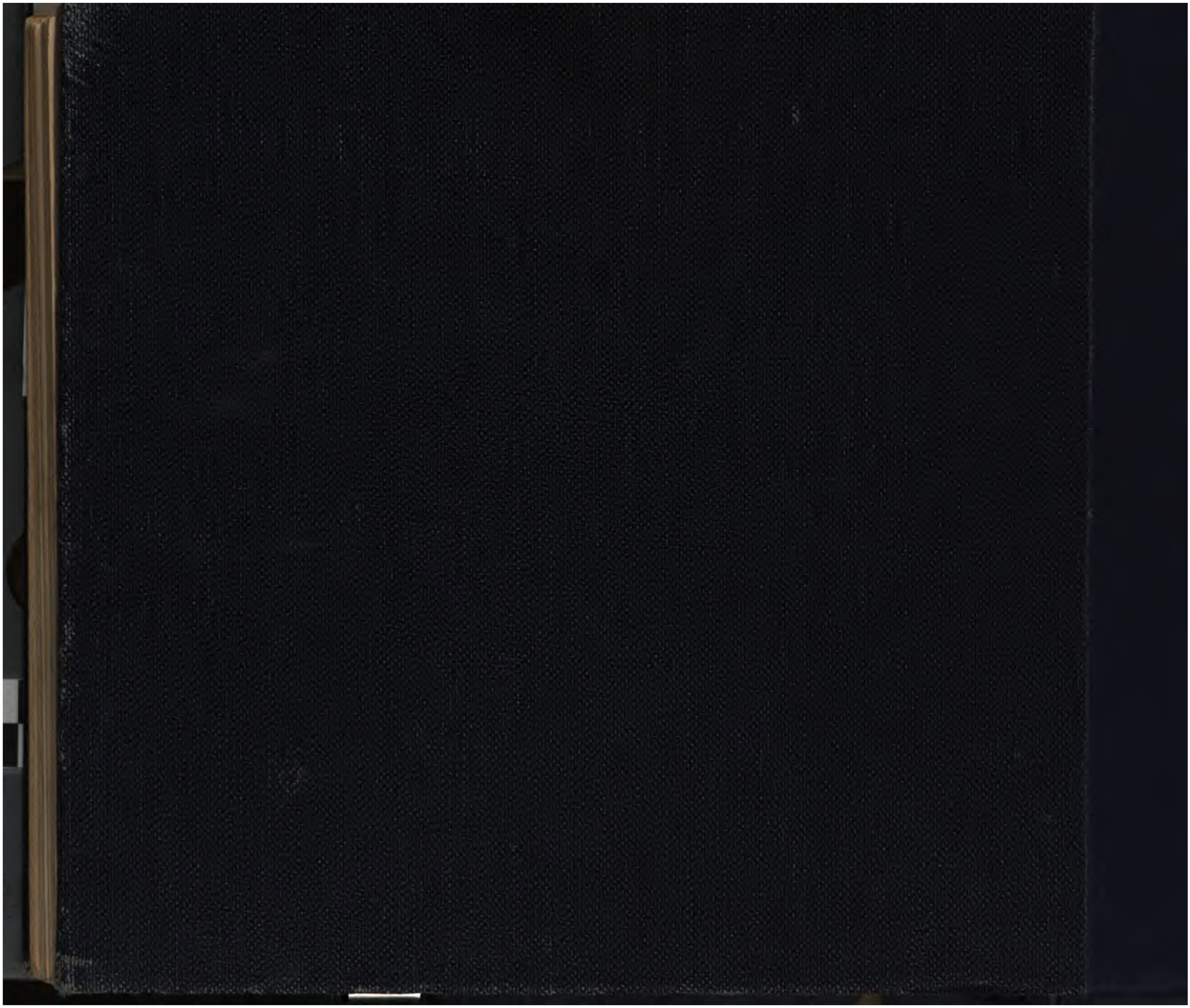


"Our flag s unfurled to every breeze
From dawn to setting sun;
We have fought in every clime or place
Where we could take a gun;
In the snow of far-off Northern lands
And in sunny tropic scenes,
You will find us always on the job—
THE UNITED STATES MARINES."

United States Marines aboard the U. S. S. "Texas." Inset: Col. John T. Myers, Atlantic Fleet Marine Officer and Aide to Admiral Henry T. Mayo, Commander-in-Chief, Atlantic Fleet.

International Film Company

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